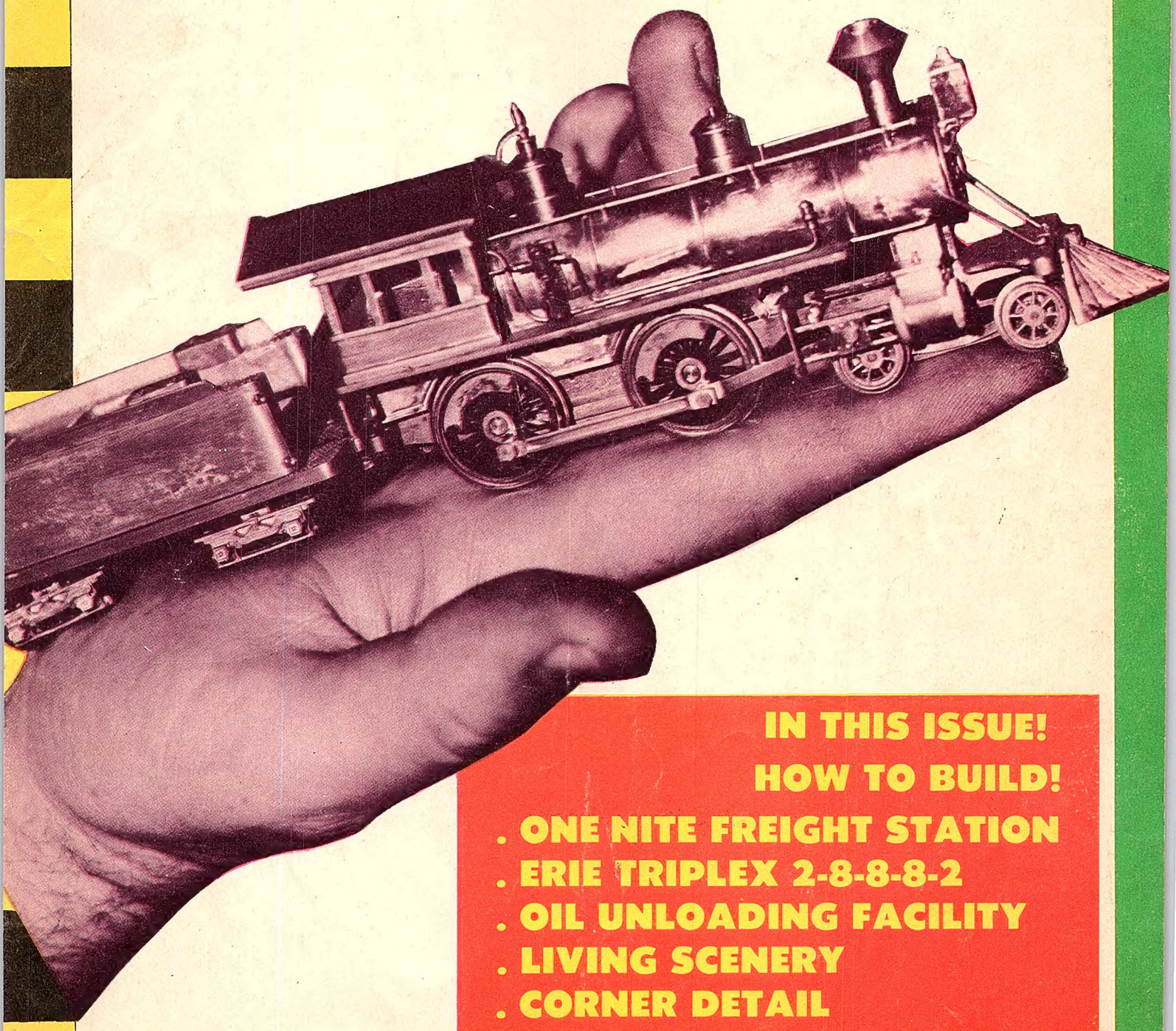
RAILROAD MODEL CRAFTSMAN

FEBRUARY 1958

50 CENTS



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HOW TO BUILD!

- ONE NITE FREIGHT STATION
- ERIE TRIPLEX 2-8-8-8-2
- OIL UNLOADING FACILITY
- LIVING SCENERY
- CORNER DETAIL
- MOTOR CAR PLANS
- COLUMBIA STATION-1875

SUPER SAVINGS

MOST COMPLETE SELECTION OF MODEL TRAINS - ANYWHERE!

MOST WANTED HO VALUES

HO LOCO KITS

Imported, brass construction; screw driver assembly on all these locos. Much detail. Terrific! RTR means Ready-To-Run.

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Heisler Geared Loco 49.50
NYC Hudson 4-6-4 34.50; r-t-run, ptd. 39.50
C&NW Atlantic 4-4-2 29.50; read-t-r. 33.50
USRA 0-8-0 Switcher 29.50; r-to-r. . . 34.50
AT&SF 2-8-0 Kit 39.50
GP-9 unpainted kit 24.00; r-t-r 28.50
SD-9 unpainted kit 25.00; painted r-t-r 29.50
F-9 Road Diesel A & B 25.00; r-t-r. . . 29.50
GP-9 w/dynamic brake 19.75; RTR . . . 24.95
GP-7 EMD Road Switcher 23.00; r-t-r. 27.50
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Class "B" 2 Truck Shay r-t-r 49.50
Climax Geared ready to run 47.50
2-6-2 Prairie 25.00; 4-6-6 B&A 27.50
0-4-0 B&O Switcher w/slope back tender 15.00
4-6-4 AT&SF Hudson or NYC 33.00
0-8-0 MKT Switcher w/tender 25.00
4-6-0 Ole Time Ostrich 17.50
4-8-2 Mountain 33.00; 4-4-0 Ameriacn 16.00
4-8-4 NYC "Niagara" w/shields—14 whl td—Tenshodo 49.50

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New Varney Berkshire kit (not imp). . 47.50
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New KVB Shay by International 47.50
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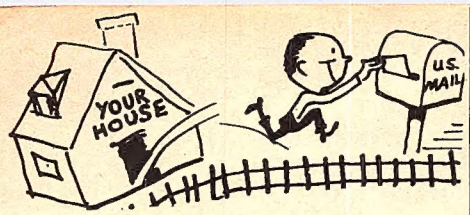

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for FEBRUARY 1958

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SAFETY VALVE

Ambroid In A Pickle

After considerable delay due to circumstances over which we had no control, we have finally shipped our 2nd "One of 5000", the Von Allmen pickle car, to the jobbers. It will shortly be available to model builders.

We wish to call to your attention that when design work was initiated, we were advised that the original car was green with yellow lettering. At the last minute, a question was raised as to the color and, after a considerable number of long distance telephone calls, we finally found that the car was box car red with white letters. We therefore had to change our plans and color scheme as we insist that all Ambroid kits be as authentic as possible. Our initial advertisements called for green and yellow kits, however, and we are willing to supply any part that is prepainted red and white in the originally planned green and yellow if an individual so desires. The original car was red and white, however, so we have made our kits red and white.

We would greatly appreciate your advising your readers of this last minute switch, which is due strictly to our efforts to rigidly conform to prototype.

A. E. Laneau
Ambroid Company
Weymouth 88, Mass.

Ambroid's 1-In-5000 series is a limited run kit which is not repeated when the run has sold out. The pickle car is now on sale and going rapidly. Ed.

Parts ARE Available

Very, very good on the Old Timer editorial by Bill Schopp. It's fellows like that who make me feel that its all worth while. And that "Parts Are Available," wonderful.

Levon Kemalyan
Kemtron Products Co.

As in any business, model railroading has its problems, but there are certainly plenty of bright spots. And on those nights when we feel that a certain amount of scratch building would satisfy our ego, parts such as provided by specialists in parts, such as Kemtron, make us model builders feel that it's all very much worth while, too. Ed.

Making A Pass

Would you please list my pike in your Pass Swapping column in an early issue. Also would like to make a suggestion to Pass Swappers that they mention in sending passes to others whether they are sending the pass in exchange for one already received or if they are still expecting to receive one, for interchange. This happens since sometimes there are delays of as much as one, two, and even three years in exchanging. And there are also the new passes which are issued. Anyway, a note as to what is what would make things simpler.

I enjoy your magazine greatly and would like to see more plans, especially on cars. In particular, I would like to see a series on work cars of all sorts. I have been looking through back issues but am still looking for a boom car I like.

C. E. Homuth
Harriston, Ontario

Work cars have been given a top priority prior to receiving your letter and we think you'll enjoy what is coming. Ed.

Trolley Yours

I found the Dec. Trolley Trackwork article quite interesting, especially since trolleys are my main interest. I'm enclosing a photo of a piece of trackwork I started about 4 years ago and recently completed. I have no layout large enough to fit it in although it has been tested for operation and does work in all directions. I like fancy trackwork and my layout has every type of trackwork I could get into it. Let's have more trolley material.

Raoul Martin
Univ. of Wash., Seattle, Wash.

ERA member Martin's Grand Junction is indeed a beauty and we can almost hear the trucks clanking over the work. Our own Bill Schopp built one some years ago (in his youth, we think) in HO. This one is O gauge. Ed.

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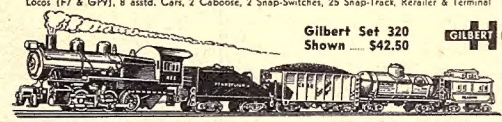

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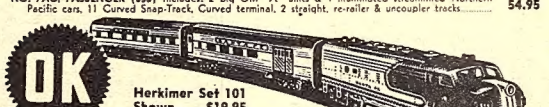

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ROAD SWITCHER FREIGHT SET (302). Has GP9 Diesel Loco Hi-F Powered, 2 Asstd. Freight Cars & Caboose, Circle of Snap-Track, Terminal, Rerailer & Uncoupler Tracks, Order yours from AHC!..... 22.95

DELUXE FREIGHT TRAIN SET (303). Includes: GP9 Deluxe Loco Gear Powered w/real headlight, 4 Asstd. Freight Cars & Caboose, and All Snap-Track as above. Order This Excellent Value Set!..... 29.95

DELUXE PASSENGER TRAIN (103). Has F7 Deluxe Diesel Loco Gear Powered, "B" Unit Dummy, 3 Streamline Pasgr. (Baggage-Coach, Astradome & Dome Observation). All Snap-Track as above sets 42.95

"Rocky Mt." Set Shown $24.95

HObbyline

HOBBYLINE "HO" TRAIN SETS — ORDER FROM AHC

"ROCKY MOUNTAIN" FREIGHT SET (2500). Includes: UP Switcher Loco, Box & Tank Cars, Caboose & Free Gondola Kit. Circle of Snap-Track, Rerailer & Terminal Tracks, Automatic Uncoupler..... $24.95

"ALLEGHENY SPECIAL" FREIGHT SET (3500). Has PRR Steam Loco, 5 Asstd. Freight Cars and Caboose, plus Free Bonus Flat Car Kit. Track same as set above. Order your set from AHC!..... 34.95

SET 5701

LIONEL "HO" TRAIN SETS — ORDER FROM AHC

3 CAR STEAM WORK TRAIN (#5700). Includes 2 Axle Shunting Loco, Gondola, Crane Car and Caboose. Has Circle of Snap-Track, Terminal, Retailer & Uncoupler Tracks. We ship Spl. Delivery! $25.00

5 CAR "ILLINOIS CENTRAL" DIESEL TRAIN (5701). Has IC Powered "A" Unit w/Headlight, Reefer, Gondola, Flat & Cattle Cars and Caboose. Circle of Track & Terminal, Rerailer and Uncoupler 29.95

5 CAR AB WABASH WORK TRAIN (5702). Includes: Wabash Powered "A" Unit w/Headlight, "B" Unit Dummy, 4 Asstd. Freight Cars & Work Caboose. Track same as sets above. Order from AHC! 39.95

5 CAR ABA "WESTERN PACIFIC" FREIGHT TRAIN (5703). Has WP Powered "A" w/Headlight, WP Dummy B & A Units, 4 Asstd. Freight Cars & Caboose. Terminal Tracks Included same as above sets. 45.00

6 CAR STEAM WORK TRAIN (5704). Includes: Consolidation Steam Loco w/Headlight & Tender, 5 Asstd. Freight Cars & Caboose. Circle & Straight Snap-Track, Terminal, Rerailer & Uncoupler..... 49.95

Each year we say "Season's Greetings" and a great big "thanks" to our many thousands of customer-friends with a BARGAIN AND GIFT OFFER! Look what AHC has for you this Year!

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TO ANYONE REQUESTING IT . . .
WE'LL SHIP ANY READY-TO-RUN EQUIPMENT BY
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It's absolutely FREE! Yours for the Asking! Order anything in Ready-to-Run & we'll ship it to you extra F-A-S-T . . . by SPECIAL DELIVERY! Just tell us in your order and it's done!

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This set is a real beauty! Just what you need to build a real-as-life operating railroad layout! Mountains, hills, etc., adapt to any layout size you want. (Of course, no buildings or accessories included.) You get, however, all the basic terrain elements for your railroad. Your layout sets up in a jiffy when you follow the few simple instructions. Your cost — a mere penny, with any HO Set ordered!

Penn Line "Piggyback" Set Shown $29.95

PENN LINE "HO" TRAIN SETS — ORDER FROM AHC

PIGGYBACK FREIGHT SET (#5701). Includes: Midget Diesel Switcher Loco, Box Car, Piggyback Flat Car w/2 Trailers, Caboose, Ford Tractor & Trailer-Unloading Ramp, All Track, Terminal, etc..... $29.95

PENNSY GG1 FREIGHT SET (5702). GG1 Powered Loco, 3 Freight Cars, Piggyback & Searchlight Cars, Caboose, Ford Tractor & 2 Trailers w/Loading Ramp. Circle & Straight Track, Terminal, etc. 65.00

Revell Diesel Freight Set T7000 Shown

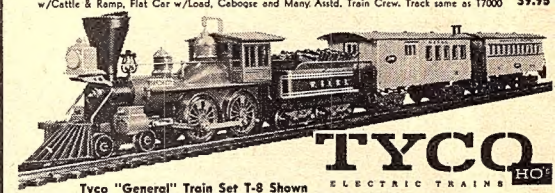
REVELL "HO" TRAIN SETS — ORDER FROM AHC

UP DSL. FREIGHT SET (T7000). Has Union Pac. Dsl. Switcher, Reefer w/Hobo, Gondola w/Gravel, Caboose w/brakeman. Circle of Track, Terminal & Rerailer, Uncoupler Track w/Switchman..... $27.95

ACL FREIGHT SET (T7001). Deluxe Dsl. Switcher w/crew, Box Car w/Hobo, Stock Car, Gondola & Hopper Cars w/lift-up loads, Reefer & Caboose w/Brakeman. Track same as Revell set above..... 34.95

F7 DIESEL FREIGHT SET (T7050). Santa Fe Loco w/crew, Reefer, Gondola & Hopper Cars w/lift-up loads, Box Car w/Hobo, Stock Car w/Cattle & Ramp, Flat Car w/Load, Caboose & All Snap-Track 39.95

0-6-0 STEAM SWITCHER FREIGHT SET (T7100). Union Pacific Steam Loco w/real smoke, Stock Car w/Cattle & Ramp, Flat Car w/Load, Cabooge and Many Asstd. Train Crew. Track same as T7000 39.95



Tyco "General" Train Set T-8 Shown

TYCO "HO" TRAIN SETS — ORDER FROM AHC

3 CAR SIDE TANK FREIGHT SET (T1-2). Has Side Tank Loco, 2 Freight Cars, Caboose, Circle of Snap-Track, Terminal & Rerailer, Uncoupling Ramp. Same Set with Power Pack @ $35.50..... $24.95

3 CAR DSL. FREIGHT SET (T2-2). Includes: Shark Nose Dsl. "A" Loco w/Headlight, 2 Freight Cars & Caboose, All Snap-Track as Set T1-2 above. Set Available w/Power Pack @ $39.50..... 28.95

4 CAR SWITCHER FREIGHT SET (T3-2). Has Switcher Loco w/Slope-Back Tender, 3 Freight Cars & Caboose, All Snap-Track as Set T1-2 above. Same Set With Power Pack @ $47.50..... 36.95

3 CAR "TALGO" PASGR. TRAIN (T-9). Includes: Diesel Loco w/Operating Headlight, 3 Illuminated Coaches, 12" Curved Circle of Snap-Track, Terminal Track and Straight Snap-Track..... 29.95

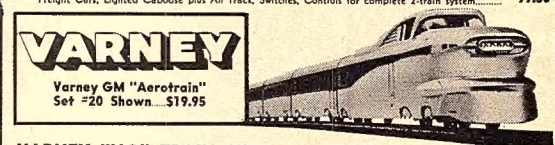
2 CAR "GENERAL" PASGR. TRAIN (T-8). Has "General" Loco w/Tender, 1860 Coach & Combine Cars, Complete with All Snap-Track. Loco Finished in Bright Red & Green w/Polished Brass Trim 34.95

3 CAR DSL. STREAMLINE PASGR. SET (T5-2). Includes: Shark Nose Diesl "A" Unit Loco with Headlight, 3 Illuminated Passenger Cars and All Snap-Track as Set T1-2 above..... 46.95

6 CAR "MIKADO" FREIGHT SET (T7-2). Includes "Mikado" Loco w/Tender, 5 Asstd. Freight Cars & 8 Wheel Illuminated Caboose. All Snap-Track as Set T1-2 above. ORDER YOURS FROM AHCI..... 62.50

3 CAR "PACIFIC" PASGR. SET (T6-2). Has Pacific Loco w/Tender and 3 Illuminated Streamline Passenger Cars (Coach, Combine & Observation). Includes all Snap-Track as Set T1-2 above..... 64.50

2 LOCO - 8 FREIGHT - 2 COMPLETE SETS (T-10). Has 2 Locos (Mikado w/Tender & Side Tank), 7 Freight Cars, Lighted Caboose plus All Track, Switches, Controls for complete 2-train system..... 99.50



VARNEY "HO" TRAIN SETS — ORDER FROM AHC

GM "AEROTRAIN" SET (20). Gleaming Silver w/Orange Flame Stripes. Includes: GM Aerotrain Powerful Loco, 2 Coaches & Observ. Car. Extra Coaches Only $1.79; Observation - $1.99..... $19.95

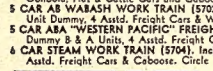
MIGHTY MIDGET FREIGHT SET (25). Includes: Dockside B&O Loco, Gondola, Flat Cars complete with 2 autos, Caboose and 14 Sections of Snap-Track. Rerailer, too! ORDER YOURS FROM AHCI 25.00

THE RANCHER (30). Includes: Missouri Pacific Diesel "A" Loco, Stock Car w/Operating Door, Hopper, Gondola, Caboose, Cattle Pen w/7 Animals, 14 Snap-Track and Rerailer. A Real Buy! 30.00

ACL DIESEL FREIGHT SET (33). Includes: Diesel "A" Unit Powered, "B" Unit Dummy, Reefer, Flat Car, Tank Car, Gondola and Caboose. All Snap-Track as set above. ORDER YOURS FROM AHC! 33.00

CASEY JONES TRAIN SET (53). Has "Casey Jones" Steam Loco w/Tender, Dbl. Door Auto Car w/4 Autos & Loading Platform, 4 Asstd. Freight Cars & Caboose. Has 16 Snap-Track & Rerailer..... 53.00

READY-TO-RUN LOCOMOTIVES



ATHEARN
Porter Yd. Switcher, Hi-F Pwr. 4.95
F7 Diesel Locos: SF, PRR, SP, Burl. A or B Unit Hi-F Powered 6.95
F7 Dsl. Single Gear Dr., A or B 14.95
Dual Gear Drive, A or B 17.95
GP9 Diesel Loco w/Hi-F Power: B&O, SP, UP, Burl., or SF 9.95

FLEISHMANN
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Alco Diesel ..... 14.95 Mikado 29.95
Baldwin Diesel - 17.95 Mogul 19.95
Pacific with Tender 24.95

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GM Diesel A Unit, 8 Wl. Drive 16.50
GM Diesel A or B Dummy 4.95
Penn Switcher w/smoke & sounds 27.50
Hudson Loco w/ smoke & sounds 39.95
Hudson as above, but w/whistle 47.50

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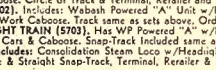
F7 Diesel 4 Wl. Dr. A Unit..... 15.95
F7 Diesel 8 Wl. Dr. A Unit..... 17.95
Same as above, w/head light 19.95
GP9 Diesel 8 Wl. Dr. A Unit..... 19.95



LIONEL "HO"
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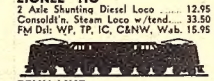
Consold'n. Steam Loco w/tend.... 33.50
FM Dsl: WP, TP, IC, C&NW, Wab. 15.95



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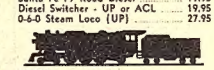
Pennsy GG-1 Electric 49.50

REVELL
Santa Fe F7 Road Diesel 19.95
Diesel Switcher - UP or ACL 19.95
0-6-0 Steam Loco (UP) 27.95



TYCO
Mikado - 39.95; Switcher..... 23.95
General - 27.95; Pacific..... 36.95
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Diesel A or B Unit Powered - ea. 18.95
Talgo Diesel Loco 16.95

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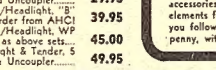
Dsl. A or B: GN,FEC,Burl,ACL,MP 15.00
Dummy A or B for above - ea. 3.25
Casey Jones Loco 32.50

READY-TO-RUN ROLLING STOCK



ATHEARN
BOX CARS ..... ea. 1.98
C&NW, UP, DL&W, CB&Q, B&M Blue, WP, SP, B&M Black, PRR, NH
TANK CARS ..... ea. 2.49
Shell, Detroit, Rk, Texaco, Mobilgas
REEFERS ..... ea. 2.49
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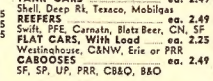
FLAT CARS, With Load ..... ea. 2.25
Westinghse, C&NW, Erie or PRR
CABOOSES ..... ea. 2.49
SF, SP, UP, PRR, CB&Q, B&O

WE HAVE 'EM ALL! ORDER FROM AHC



GILBERT "HO"
TANK CARS ..... ea. 3.50
Kopers, Mobilgas, Gulf
BOX CARS ..... ea. 3.75
D&RGW, B&M, NH, B&O, Seaboard
REEFERS ..... ea. 3.25
Morrell, GB&W, NW, NP, PFE
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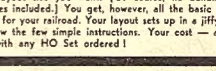
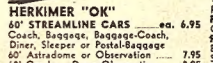
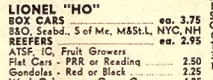
Hoppers - B&O or CB&Q 2.95
3 Dome Gulf Tank Car 3.75
Cattle Car ..... 3.75 Gondola 2.25
Depressed Cntr. ..... 3.95 Cement 2.95
Illuminated Caboose 4.95
Passenger Cars: Baggage; Coach 6.95
Vista Dome or Observation 7.95



HERKIMER "OK"
60' STREAMLINE CARS ..... ea. 6.95
Coach, Baggage, Baggage-Coach, Diner, Sleeper or Postal-Baggage
60' Astradome or Observation 7.95
60' Combo - Dome-Observation 8.95



LIONEL "HO"
BOX CARS ..... ea. 3.75
B&O, Seabd., S of Me, M&St.L, NYC, NH
REEFERS ..... ea. 2.95
ATSF, IC, Fruit Growers
Flat Cars - PRR or Reading 2.50
Gondolas - Red or Black 4.25
Work Caboose or Crane Car 4.25
Caboose ..... 2.50 Cattle Car 3.25



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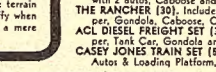
Operating Searchlight Car 5.95
Piggy-Back Car w/Trailer 4.50
Box Car ..... 3.95 Hopper 2.95

REVELL
Reefers - PFE or NYC 2.98
Cabooses w/man: SF, ACL or UP 3.49
Gondolas - NYC, C&NW or PRR. 2.49
Box Cars - GN or NH 2.98
Hoppers - C&O or N&W 2.49
Stock Car ..... 2.98 With Cattle 3.98
Flat Cars - Erie or Soo 1.98
With Logs, Chains & Stakes 2.98



TYCO
Flat Cars: PRR, USN, SF..... ea. 3.25
FREIGHT CARS ..... ea. 3.50
Caboose,Gondola:B&O,PRR,T&P,RI,C&O
FREIGHT CARS ..... ea. 3.95
BoxCars: WM,GM&O,GA,B&M,GN,MKT.
Stock Cars: MKT, MP, ACL. Reefers; Burlington, Crazy Crystals, Bordons, Pluto Water, Land O'Lakes, Baby Ruth. Tank Cars: Texaco, Republic, Shell, Hercules or Mobilgas.
8 Wl. Caboose - Lighted..... 5.95
PASSENGER CARS - TYCO:
1860 Coach or Combination ea 3.95
Streamline Cars - Lighted.....ea. 7.95
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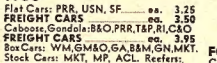
TALGO PASSENGER CARS:
3 Unit Section 12.95
Mid-Section Car 3.95



VARNEY
Flat Cars: SP, Erie, NW, or PRR.... 1.95
Gondolas: SF, B&O, EJE, Toronto.. 2.15
Cattle: UP, NYC or MP 2.65
Box: RI, Soo, C&O, B&O, MKT, MSL 2.65
Tank: Sinc'r, C&C, Kop, Goody's 2.65
Hoppers: Va., Monon, CB&, B&O 2.15
Reefers: SF, PFE, FGE or Swift 2.45
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Cabooses: Cupola or Bay Window 3.25

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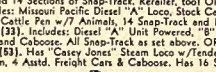

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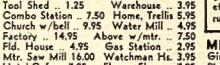

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For 2 Level railroading . . . up and down grades, figure 8's, crossing highways, etc. Trains go up and over. Trains run underneath!

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ROAD CLOSED METAL ROAD SIGNS SET OF 8 **39¢** HO GAUGE with raised letters and borders. Easy to paint. 8 different signs like: Stop Ahead, Rough Road, Soft Shoulders, etc.

SUPER SPECIAL! **SHRUB PKG** Vari-colored Lichen Moss. A great variety for making various trees, shrubs, bushes, etc. Terrific for landscaping your pike. REG. 98c **49¢**

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TRUCKS . . . An AHC Super Special. AAR Bettendorf all metal sprung freight Trucks. Reg. 90c **Pr. 50¢**

GLUE TUBE NOZZLE REG. 55c **19¢** An AHC super buy! It fastens easily to top of tube. Special threads in nozzle cut their own threads for secure, non slip attachment. A must for every modeler. GLUE

HO ROAD GANG SET . . . die cast metal. Includes various Rr. workmen & their equipment. An excellent value . . . only **50¢**

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HOOK-UP WIRE. 50 Ft. coils, asstd. colors. Single 20 gauge wire . . . solid, plastic covered. 6 Coils—$2.75 12 Coils—5.25

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REG. $2.50 **ALL METAL Depressed Center FLAT CAR** An AHC Super Buy! HO Kit is complete with Sprung trucks. Authentically detailed. **1.29**

SET OF 8 "HO" TREES **79¢** EVERGREEN TREES. Dresses up any layout. Comes prefab, easy to assemble.

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24 HO METAL FIGURES each of train crew, station crew, passengers and passengers with luggage. Unpainted. $1.50 VALUE **1.15**

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FLEXIBLE "HO" BRASS TRACK Per 3-foot Section **50¢**

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Compare these car kits with any on the market! A real bargain value at a bargain price. They're complete in every detail with printed, scored or embossed sides, metal parts such as ladders, steps, brake wheels, etc., etc. Full sized plans included.

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Open Observation

For the past ten years I have been buying RMC and think it is tops. I was very surprised a short time ago while looking through some back copies to notice what I believe is a model of an old CPR open observation car (Feb. '57 pg. 28 next to Bob Wormold's fire car). If it is, would there be any possibility of running an article on its construction in HO sometime in the future? Am sure it would go over big with your many readers here in Canada.

Have also wondered about the possibility of converting American HO locos to Canadian prototype. We do have some beautiful motive power here you know. The CPR 5900 or 2800 series would make excellent models for either Canadian modelers or American modelers.

Gordon Cool
Vancouver 15, B. C.

And don't we know that the Canadian roads have some fabulous steam power. And it gets better looking daily as the American roads complete their changeover to diesels. We have run several articles on Canadian hogs and Bill Schopp did one a few years back on winterizing locomotives, which makes them suitable for those rugged Northern winters. As for the open observation, we haven't checked with Bob Wormold but rather suspect that it's a Milwaukee open observation car, plans for which appeared in RMC back in 1937 or '38. Ed.

Rockland & Illinois Southern

I was very pleased to see the Rockford & Illinois Southern RR plan because the dimensions of 5½' x 9' are exactly the dimensions that I had planned for my model railroad and I had been having a tough time figuring out a design by myself.

However, since I am just starting out in HO gauge, it would be a big help to me if you could possibly tell me how many sections of straight and curved track I will need to complete the railroad, as well as any odd fractional sizes of track.

I would also like to have more views of the railroad, to give me a better idea of how the finished product would look.

Kenneth Tiedeman
Beechhurst 57, N. Y.

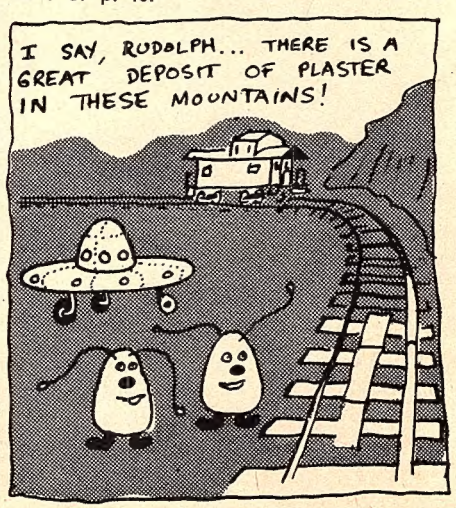
The R&IS was not specifically designed as a Snap-Track railroad but could be built pretty much as shown using the Snap Track pieces indicated below. We regret that additional views of this layout are not available, but if in doubt, why not make a model of the layout before attempting construction the same size as shown in the magazine (1" equal 1'). Trace the layout on a sheet of bristol board, with track lines about 3/16" wide. Cut the tracks (two cuts) so that the track can be elevated where shown using balsa or pine blocks ¼" high (maximum 3" elevation. Mountains can be shaped in putty or plaster and buildings indicated with small wooden blocks. In this manner, you can change the scenery pretty much to suit your own requirements and desires. Ed.

ROCKFORD & ILLINOIS SOUTHERN RR SNAP TRACK REQUIRED

Although the Rockford & Illinois Southern was not designed for use with Snap Track, the following pieces of Snap Track will give approximately the same layout design:

Straight	46 pieces
22" Radius	37 pieces
18" Radius	17 pieces
½ 18" Radius	4 pieces
Custom Line No. 4 Switch, L	3 pieces
Custom Line No. 4 Sitch, R	3 pieces
Snap Switch, R	4 pieces
Snap Switch, L	2 pieces
25° Crossing	1 piece

Also bumpers, turntables, rerailers, and such other special pieces as are dictated by your specific needs. For layout diagram see RMC Nov. '57 p. 40.



NEW! **PACIFIC FAST MAIL'S GREAT NEW HO CATALOG WITH KEEP-UP-TO-DATE COUPON. COMPLETELY NEW THIRD EDITION WITH 4-COLOR PLATES.**

PFM is happy to announce the third edition of its HO catalog. It features: The complete Tenshodo and United lines of imported, highest-quality, HO scale locomotives; tenders, trucks, passenger cars and equipment. Seven gleaming four-color photographs—two of them taken on the famous Gorre & Daphetid. Now 32 pages plus overs, showing 26 diesel and steam HO models—unquestionably the finest collection of authentic and accurate models ever offered by anyone in HO. Best of all, you can keep it up to date by using the coupons provided—thus receiving the first literature on the additional great new models PFM will introduce during the coming months. Still only 50c at your dealer, or postpaid direct.

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DISPATCHER'S REPORT

Club News

First time we've heard from the **Missouri-Kansas Model Railroad Club,** operating the O gauge Mo-Kan Belt Line, in the Kansas City Term. Ry. frt. house, at 401 E. 20th St., K. C., Mo. Club operates 2000 feet of main and yard trackage, a humpyard, and trolleys from overhead. Officers for '58 include Prexy Wilson Green, Veep Bill Hudspeth, Money man Jack Duncan, and secretary Dick Wolf. Visitors are welcome first Tuesday every month. . . . **Miniature Railroad Club of York** (Pa.) had the town mayor throw the switch energizing the club layout at their recent annual show.

What gives with some of these model clubs (and private owner roads, too) who never seem to get their pikes running because they're always ripping up completed work instead of directing their attention towards getting the pike into presentable and operating condition. You can always go back later after the layout is completed and rebuild something that's not quite up to snuff, but trying for perfection on Stage 1 at the expense of the entire layout seems somehow foolhardy. Heck, get the darn thing running somehow and get the bugs out later. Who cares if the right of way is a bit humpy or steep, as long as trains can run!

New HIA Hobby Film

The Hobby Industry Association of America has just announced release, through the facilities of Modern Talking Pictures Service, Inc., of a new color sound film on craft and model hobbies including model railroading. This film will be available to groups of all kinds interested in hobbies and as such would be excellent for showings at annual club shows. The borrower will need a 16mm. quality sound projector and screen. Branches of MTPS through which the film can be booked are located in Atlanta, Chicago, New York City, Los Angeles, Dallas, and Philadelphia. Title of the film is, "Time Out For A Hobby."

NEW 1957 CATALOG

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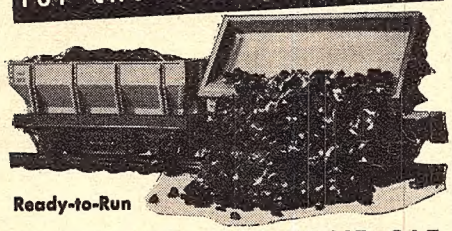

Ready-to-Run

REMOTE CONTROL DUMP CAR

HO realism and action at its ultimate! This dump Car actually "dumps" its load of coal at the press of a button. Prototyped after a mine hopper, it complies with NMRA Standards thru-out.

Ready-to-run (Including actuator) ---------$4.50
Extra Cars (less actuator) ---------- 3.75

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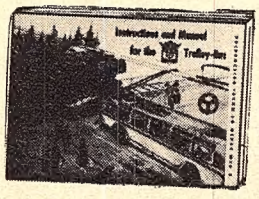
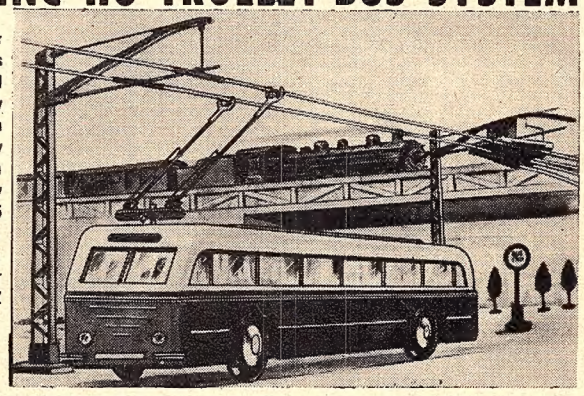


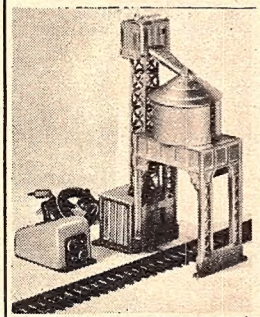
96 Pg. All Trains R.R. Catalog, Ill. 50¢ • 48 Pg. Trolley-Bus Manual, Ill. 25¢.

ARISTO'S EXCITING HO TROLLEY-BUS SYSTEM

Watch the amazed reaction of your friends when they see this trolley bus steer itself as it follows the overhead wires around your layout. The startlingly realistic operation of the feeder system adds a new operational dimension to any R.R. System. May also be used as an independent system. Kit contains: trolley bus (interior lites, headlite, tail-lites), 5 mast poles, 1 connecting pole, 6 bases, 12 16" overhead wires, and instructions. Operates on 12V. AC or DC with power pack or transformer from any train. E-Z screw-driver assembly.

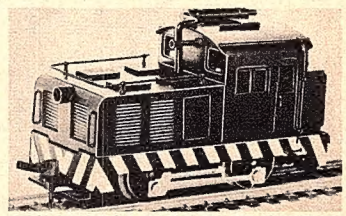
EASY-ASSEMBLY KIT ---$16.50
READY-TO-RUN SYSTEM 19.95





'HO' AUTOMATIC COALING STATION

Press a button and by remote control you actually load coal into cars, tenders or hoppers... it's all automatic. Made of durable, hi-impact plastic, every facet of this action accessory is beautifully and authentically detailed. Just one of these in your layout will do wonders for its "oomph" appeal. Ready-to-Run... 15.00



RIVAROSSI DIESEL ELECTRIC SWITCHER. Powered by a smooth running ball bearing motor, this dependable loco really does a job. Realistically detailed, it has an operating headlight. Operates on 12V. D.C. **Ready-to-Run $12.50**

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Varney Sale Still In Air

The sale of Varney Scale Models, of Miami, Florida, to the Linen Thread Co., of Paterson, N. J., is being held up for the present, although preliminary agreements had been prepared. For Linen Thread, the move is one of diversification. The original announcement was sent out by Gordon Varney.

NMRA Regions

Rocky Mountain Region fans shuddering at the lengthy trials being given the **Monster,** an Army diesel capable of adjusting its gauge for use anywhere. The gadget is presently undergoing tests on the D&RG Farmington Branch, and out of Alamosa. Hope the Thing doesn't turn out to be a gigantic success! . . . We like **The Helper** put out by the RMR. They seem to enjoy both modeling and the real thing. . . . At Woodmere, L. I., the old Summit & Centre has undergone a facelifting, being converted from a three loops line into a point to point layout, which involved adding one third more trackage. The South Nassau MRS is holding open house Feb. 8th for NMRA members. See Model Railroad Timetable elsewhere in this issue.

New In O Gauge

Hobby shops receiving delivery on a new **Max Gray** Pennsy 0-8-0 ready to run but unpainted . . . Scale switches and trackwork for those who don't care to build their own available from **Baldwin Model Loco Works.** Same outfit also has a number of heavy electric loco kits including the GG-1, New Haven 0350, and box cab types; all in heavy brass castings that really pull.

New In TT

Ed Fetyk readying a line of all wood pre-painted reefer kits in TT using precision cut wood. No date yet on deliveries . . . TT in Canada available through Wm. McCormack Co. of Toronto.

New In HO

Clarence H. Menteer has taken over as President and General Manager of **Model Die Casting, Inc.,** replacing Charles Voelckel, who has resigned as President and from active participation in the company. MDC manufactures Roundhouse HO products.

Drover type caboose Kit CC2 from Model Engineering Works a nifty composite of an old time combine with cupola . . . Board of Trustees of the HIA has ruled that all future HIA trade shows will not be open to the public . . . **Rivarossi** 0-4-0 at $5.95 a remarkable little mechanism. Has lines that permit doing almost anything with parts by **Kemtron** or others.

New Kurtz-Kraft kits nicely detailed at their low price but the yellow color-molded Northern Pacific reefer kit is as sickly a looking color as we've ever seen. Lettering is otherwise good but this is a car which certainly needs a yellow spray before application of lettering.

How about a tug boat?? **Model Shipways** has gone into HO with a waterline model of a typical Eastern tug: carved wood hull with over 100 parts. . . . From Binkley, a new 50' U. P. box car kit in orange at $3.95. Wear sun glasses on this one.

West Coast

In Los Angeles, Southern California H. I. A. threw a little model railroad trade show for the benefit of area hobby dealers and just about all were present, including Bob Lindsay and Tom Ayres, both of whom supposedly retired from the model railroad business . . . Exhibits included new box cab electrics by Suydam and Ulrich's new coal dumping ramp . . . One surprise was Dick Wheeler's new MEW catalog showing that he'd taken over the old time Hi Baller passenger car line, revamping them with new old time passenger car trucks . . . RMC editor Hal Carstens arrived from Colorado's narrow gauge country just in time to take in the meeting; left again next AM for Phoenix and Publisher Charlie Penn's slightly fabulous almost deserted mining town of Bumble Bee. There the RMC twosome went ex-

About Page 67—3rd Cover

That beautiful water color on our 3rd cover is the work of Otto Kuhler —industrial designer, railfan, artist, rancher. Otto gets most of his painting done during the long Colorado winter months, recreating bygone scenes as they were, at his KZ Ranch, in Pine, Colorado. And the snows get deep up at that 9000 feet elevation!

If you'd like to have a full color reproduction of this painting, autographed by the artist, drop Mr. Kuhler a line at his ranch. Size of the reproduction will be about 20" x 24" overall with the picture size 12" x 15". Pre-publication price at about $7.00, limited to 500 numbered copies.

Otto, incidentally, was in on the design work of the Susquehanna railcars, plans for which appeared in our December 1957 issue.

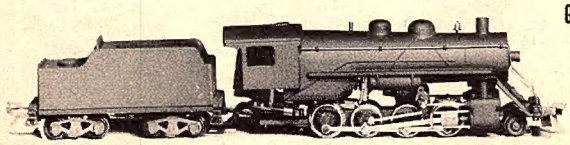
The H. P. TT gauge Consolidation...

It's a great first Loco or fine for all-purpose use . . .

Now! with Lost Wax Spoked Drivers

The 2-8-0 Consolidation is a TT favorite of many. Proven in use, it has pulled up to 60 cars for over a 1000 hours with no noticeable wear. The consol is always good for way freight and switching . . . right at home too, as a road engine and can fill in prototypically in most any type service. The H. P. Consol kit is well-designed for simple assembly. All working parts are engineered to close tolerances and machining is complete. Now an even better kit with beautiful "Lost Wax" Spoked Drivers—Operates on 10" radius for small layouts.

Complete Kit: Loco and tender $26.50



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The smallest gauge in size but biggest in scale territorial coverage. And, H.P. TT equipment is engineered with precision quality for the True Scale Model Railroad Fan.

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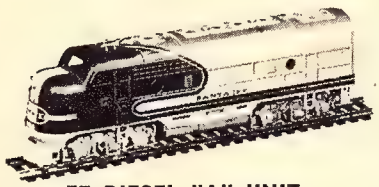
TRAINS Athearn IN MINIATURE

ROLLING STOCK AND ACCESSORIES



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KIT UNDECORATED — No. 121 ..... .98
KITS DECORATED ..... EA. 2.29

No. 123 Santa Fe Pasgr. No. 125 SF Frt.
No. 127 Pennsy Pasgr. No. 129 PRR Frt.
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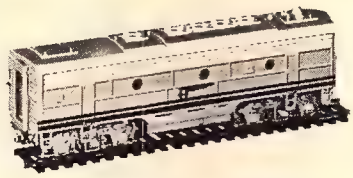

F7 DIESEL "B" UNIT

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KITS DECORATED ..... EA. 1.89

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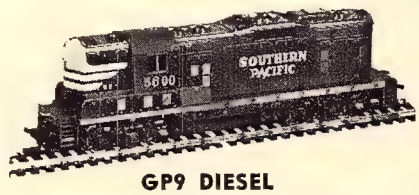
No. 128 Pennsy Pasgr. No. 130 PRR Frt.
No. 132 Southern Pac. No. 134 Burl.

READY-TO-RUN ..... EA. 6.95
DECORATED AND HI-F POWERED

No. 102 Santa Fe Pasgr. No. 104 SF Frt.
No. 106 Pennsy Pasgr. No. 108 PRR Frt.
No. 110 Southern Pac. No. 112 Burl.



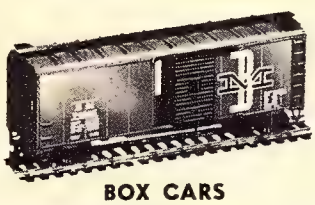
GP9 DIESEL

KIT UNDECORATED — No. 162 ..... 1.95
KITS DECORATED ..... EA. 2.95

No. 163 B & O No. 164 SP No. 165 UP
No. 166 Burl. No. 167 SF

KITS WITH HI-F POWER INCLUDED: No. 151 Undecorated 6.95, DECORATED ..... EA. 7.95
No. 152 B&O No. 153 SP No. 154 UP No. 155 Burl. No. 156 SF

READY-TO-RUN DECORATED, w/Power
No. 157 B & O 9.95
No. 158 SP 9.95
No. 159 UP 9.95
No. 160 Burl. 9.95
No. 161 SF 9.95



BOX CARS

KITS UNDECORATED ..... EA. .89
No. 201 Red No. 202 Silver No. 203 Green

KITS DECORATED ..... EA. 1.29
204 C&NW; 205 UP; 206 DL&W; 207 CB&Q;
208 B&M Blue; 209 B&M Black; 210 WP;
211 SP; 212 PRR; 213 NH

READY-TO-RUN — DECORATED ..... EA. 1.98
304 C&NW; 305 UP; 306 DL&W; 307 CB&Q;
308 B&M Blue; 309 B&M Black; 310 WP;
311 SP; 312 PRR; 313 NH

TANK CARS

KITS UNDECORATED ..... EA. 1.29
No. 251 Black No. 252 Silver

KITS DECORATED ..... EA. 1.69
No. 253 Shell No. 254 Texaco
No. 255 Deep Rock No. 256 Mobilgas

READY-TO-RUN — DECORATED ..... EA. 2.49
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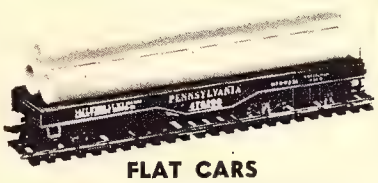
No. 242 Swift No. 243 PFE No. 244 Carnation
No. 245 Blatz Beer No. 246 CN No. 247 SF

READY-TO-RUN — DECORATED ..... EA. 2.49
No. 342 Swift No. 343 PFE No. 344 Carnation
No. 345 Blatz Beer No. 346 CN No. 347 SF



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Complete with 4 Trucks Per Car

KITS UNDECORATED ..... EA. 1.29
No. 231 Red No. 232 Black

KITS DECORATED, WITH LOAD ..... EA. 1.89
No. 233 Westinghouse No. 234 C&NW
No. 235 Erie No. 236 PRR

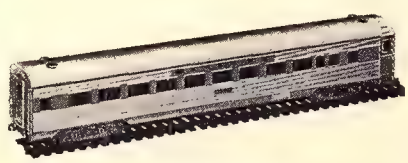
READY-TO-RUN, WITH LOAD ..... EA. 2.25
No. 333 Westinghouse No. 334 C&NW
No. 335 Erie No. 336 PRR

CABOOSES

KITS UNDECORATED ..... EA. 1.29
No. 221 Red No. 222 Silver

KITS DECORATED ..... EA. 1.89
No. 223 SF No. 224 SP No. 225 UP
No. 226 PRR No. 227 CB&Q No. 228 B&O

READY-TO-RUN, DECORATED ..... EA. 2.49
No. 323 SF No. 324 SP No. 325 UP
No. 326 PRR No. 327 CB&Q No. 328 B&O



PASSENGER CARS

COACH KIT UNDECORATED — No. 501 ..... .98
COACH KITS DECORATED ..... EA. 1.98
No. 502 SF No. 503 PRR No. 504 Burl.
BAGGAGE KIT UNDECORATED — No. 511 ..... .98
BAGGAGE KITS DECORATED ..... EA. 1.98
No. 512 SF No. 513 PRR No. 514 Burl.
VISTA DOME KIT UNDECORATED — No. 521 ..... 1.29
VISTA DOME KITS DECORATED ..... EA. 2.29
No. 522 SF No. 523 PRR No. 524 Burl.
OBSERVATION KIT UNDECORATED — No. 531 ..... 1.29
OBSERVATION KITS DECORATED ..... EA. 2.29
No. 532 SF No. 533 PRR No. 534 Burl.

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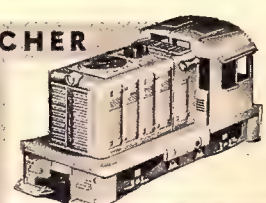

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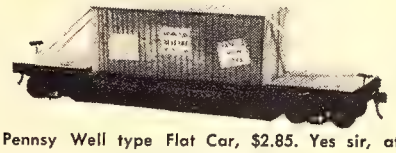
BINKLEY HO KITS ARE PLEASURE PACKED



Pennsy Well type Flat Car, $2.85. Yes sir, at this low price complete with trucks, load and "Signs". A real buy. Also new is the U. P. 50' Box Car with NEW type door at $3.65 complete. See these and the others at your dealers or direct. HO, natch.

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ploring abandoned narrow gauge right of way up the rugged Bradshaws leading to the mines at Crown King and Horse Thief Basin.

East Coast

In Philadelphia, the Franklin Institute threw open the doors of its Poor Richard HO line, the Penn-Reading RR, which it bills as the largest in the East. Covering 600 square feet of track in the Institutes Railroad Room, the pike has 900 feet of track, 107 switches, 30 locos, 280 freight cars, 80 passenger cars, 26 bridges and tunnels. 27 trains can run simultaneously and 13 trains can be assembled at one time in the humpyard . . . or so the specifications read. At the crucial hour, last minute temporary wiring had to be resorted to in order to get one train around the loop. The layout is sponsored by the PRR and Reading Company along with the Eastern Model Railroad Manufacturers Association (of which RMC is a member) . . . Among the many buildings are a number of RMC-Penn Craft cutouts, beautifully assembled.

A Customs Battle

Is HO a toy or is HO strictly a hobby item, including all HO ready to run? Does adherence to NMRA standards make the difference between a toy and a model? These are a few of the questions being decided at Customs hearings in Chicago, New York, and Ports of Entry on the West Coast. Polk's and Merzbach, both of New York, feel that their HO lines of Rivarossi and Fleischmann are too delicate for use by children and are sold primarily to hobby consumers. At stake is the big difference in duty between toys and hobby items which could conceivably effect prices of imported HO trains. In the eyes of U. S. Customs, toys are played with by children under 12.

MODEL RAILROAD TIMETABLE

ITEMS FOR THIS COLUMN ARE WELCOME. Send them on club letterhead, preferably typed. Items for April issue must be at Ramsey, N. J. not later than January 25. Items for May issue by February 24.

Club Shows

PHILADELPHIA, PA., Feb. 15-23. Philadelphia Model RR Club Annual Show, B&O Station, 24th & Chestnut Streets. Saturdays and Sundays: 1-7 PM. Other days: 7-9:30 PM. Admission by donation. George Stock, Sec'y.

WOODMERE, L. I., N. Y., Feb. 8. 10 AM.-5 PM. 2nd Annual NMRA open house operating session, Summit & Centre RR (O Gauge outside 3rd rail) of the South Nassau Model RR Society. Any NMRA member over 18 is welcome to take his hand at one of the controls. Timetable operation. Prior registration not required but would be helpful.

MURRAY HILL, N. J., Mar. 19. 8 PM. 4th annual NMRA open house, Summit-New Providence HO RR Club, 94 Oakwood Drive. The Hudson, Delaware & Ohio RR (HO) will be turned over to NMRA members attending. Bring your equipment. Contact Paul Mallory at above address or phone CR 7-1425.

Club Memberships Open

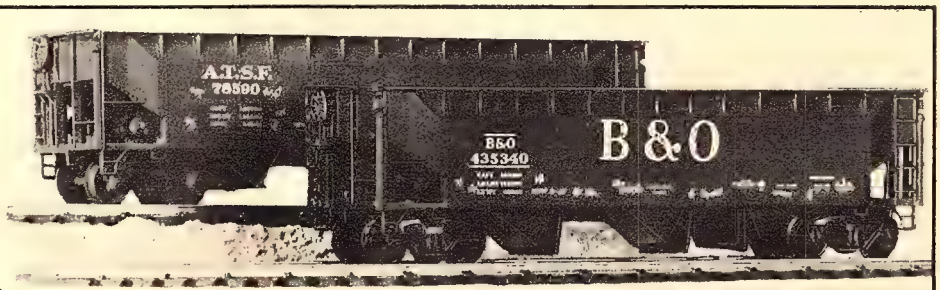
BROOKLYN 20, N. Y.: Bay Ridge Society of Model Railroaders, Inc., 6816 Fourth Ave., has a few openings. HO. 4th Tuesday each month. Robert C. Hoar, Publicity.

NMRA Region Activity

MENLO PARK, CALIF., Coast Division, PCR, Quarterly meeting at clubhouse, West Bay Model Railroad Association Inc., 1090 Merrill St. 10 AM.-6 PM., O, S, HO layouts in operation. John McKirahan, Publicity.

New ULRICH
automatic triple hoppers
Two more of the sensational automatic unloading hopper kits—HO's first real operating cars. All metal, simple to assemble. Prepainted and lettered, with printed "chalk scribbles." Factory assembled door mechanism and roadbed release stud. New: ATSF, B&O. Also available: C&O, SP List $3.50. See your dealer!

ULRICH *Model kits*
4233-C Babcock North Hollywood, Calif.



Three spring-loaded doors open automatically on contact with release stud.
Send for catalog

IN THE SUPER'S OFFICE

After Hours

ITS quiet now in the offices of RAILROAD MODEL CRAFTSMAN. It's after hours and almost everybody went home early since the snow is deep and falling heavily. Montivanni is playing softly in the background and that is about the last piece of copy for the linotypers, thus closing up the February 1958 issue. This is the kind of night that just about any model rail would call ideal if he could spend it on the layout or at the worktable building something new for the layout.

Its been a busy month, taking in a West Coast trade show, meetings in several cities, and a customs hearing in New York. And we even took time out to look over the narrow gauge in the Colorado Rockies, spending a day at Alamosa's Narrow Gauge Motel. Everywhere that we went we were impressed more and more with one major fact: HO is growing faster than we ever dreamed it would just a few short years ago.

Much of the success of the HO movement can be attributed to the appearance of plastic ready-to-run HO trains at sensible prices that make HO seem like to good a bet to pass up. But an HO train set is a long way off from being a hobby railroad. It is going to take weeks, months, and maybe years of spare time to transform that train set (it can be TT, OO, S, or O, too) into a complete and realistic replica of the real thing.

The HO train set serves to get us started faster than if we had to build a locomotive kit, cars, and lay track on our own. Thinking back, we guess that it must have taken us several months before we turned the wheels on our first HO engine back in 1939 and operation was pretty poor for many months thereafter. How often today do you hear about track being out of gauge in HO?

The time that would have been spent in building this initial equipment can now be devoted to phase 2 of building a model railroad: getting up the framework or table, and getting on toward better and more advanced things.

It's at this point that the hobby separates the men from the boys. There are those to whom model trains will never be anything more than toys. These people haven't the patience to develop the skills required to create a real to life miniature. But we're happy that many newcomers do develop into real craftsmen.

You can tell pretty quickly which of the new crop of HOers will join in on the real fun. Pretty quickly their original low cost equipment starts sprouting extra piping and decals for their favorite (or their own) road. The original loop of Snap Track on a cardtable is transferred to framework in a special room and added too with miles of additional track, switches, and other pieces.

How will the spectacular growth of HO effect the other gauges? Probably not too much. TTers like TT because it offers something HO doesn't, and the same is true of OO and S. Interest in scale O gauge is continuing at an even pace and O gauge clubs throughout the country report that they are now getting new members who are young, often switching from HO. Indeed, the unparalled growth of HO as the "standard" type of scale equipment now makes scale O gauge seem even more intriguing by comparison.

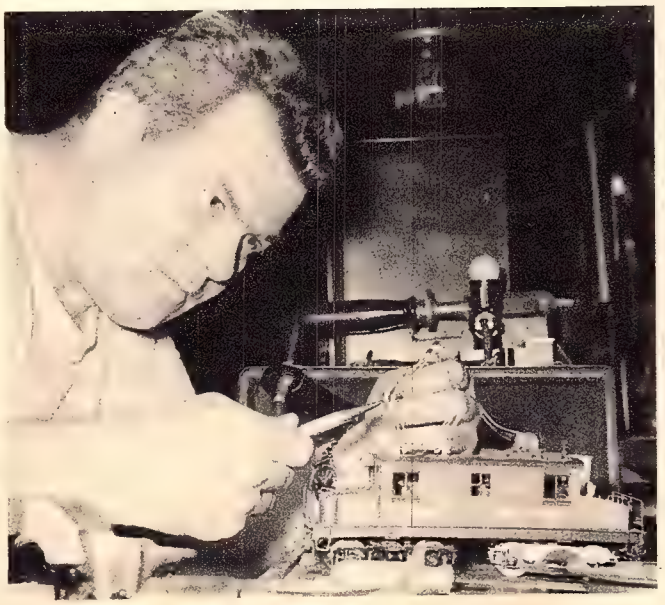
Model railroading has changed greatly in the past 25 years. When the very first issue of **MODEL CRAFTSMAN** made its appearance on newsstands in March of 1933, most scale O gauge lines were using converted Lionel tinplate engines, OO and HO were battling neck and neck for supremacy and OO even had an edge.

AS RAILROAD MODEL CRAFTSMAN enters its SILVER ANNIVERSARY YEAR, we anticipate that there will be even greater changes, bringing forth new products and possibly gauges now undreamed of. To this end, RAILROAD MODEL CRAFTSMAN and the entire staff, has as its prime purpose the presentation of the most interesting material that cen be found in any publication in the field, whether construction (we still consider the craftsman foremost), picture stories of what others have accomplished and which you can do as well, plans, news, and all the many other features found in each issue.

Your support has made and continues to make RAILROAD MODEL CRAFTSMAN possible. We hope to continue to merit that support for another 25 years.

Harold H. Carstens,
Editor

One job that always gives us the shudders is the repair of a pantograph but it doesn't seem to bother craftsman Ralph Johnson any as he applies pliers to steeplecab No. 120 of the O gauge Smokey Mountain Railroad (Club) of Chicago. The 2-rail steam and trolley club is always after new members. Contact Ralph at 4137 N. Lawndale, Chicago.



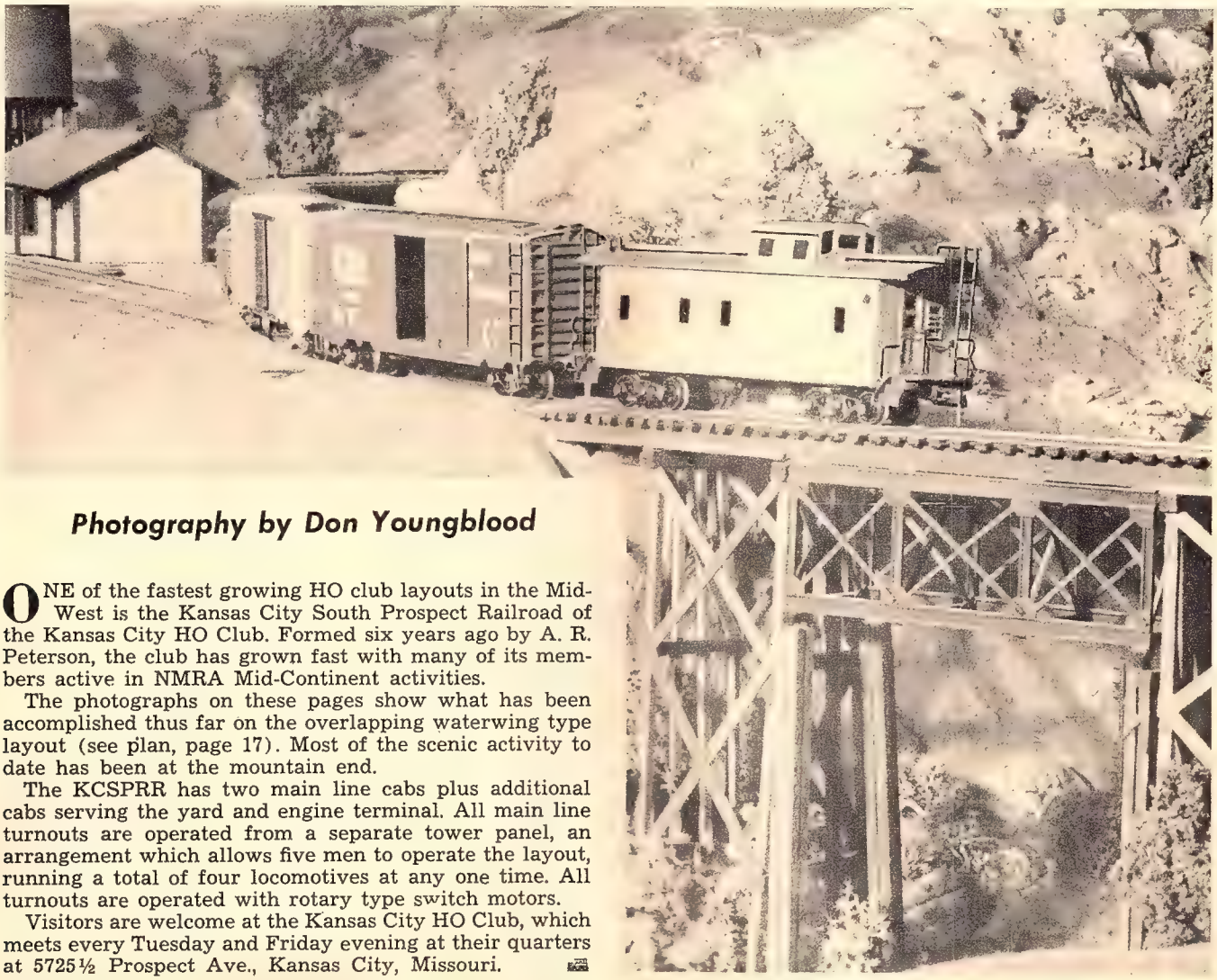
KANSAS CITY HO CLUB

Club Layout Of The Month Is The Fine HO Kansas City South Park Railroad

After a long pull in the tunnel, the crew of old No. 2 are glad to see sunshine. This tunnel, cut, and trestle are located at the southwestern end of the layout; is patterned closely after scenery found in nearby Ozark mountains. Outcroppings of rock are very effectively done.

Way back in the hills, waiting for the early train at Valley View Station on top of South Mountain. Scenery is combination of built up screen and plaster and painted backdrop. Backdrop adds depth to scene.

Kansas City HO Club has several active women members and this trestle is the handiwork of one of them. Club layout is typical average modern day American type road Class I operating in Mid-West area.



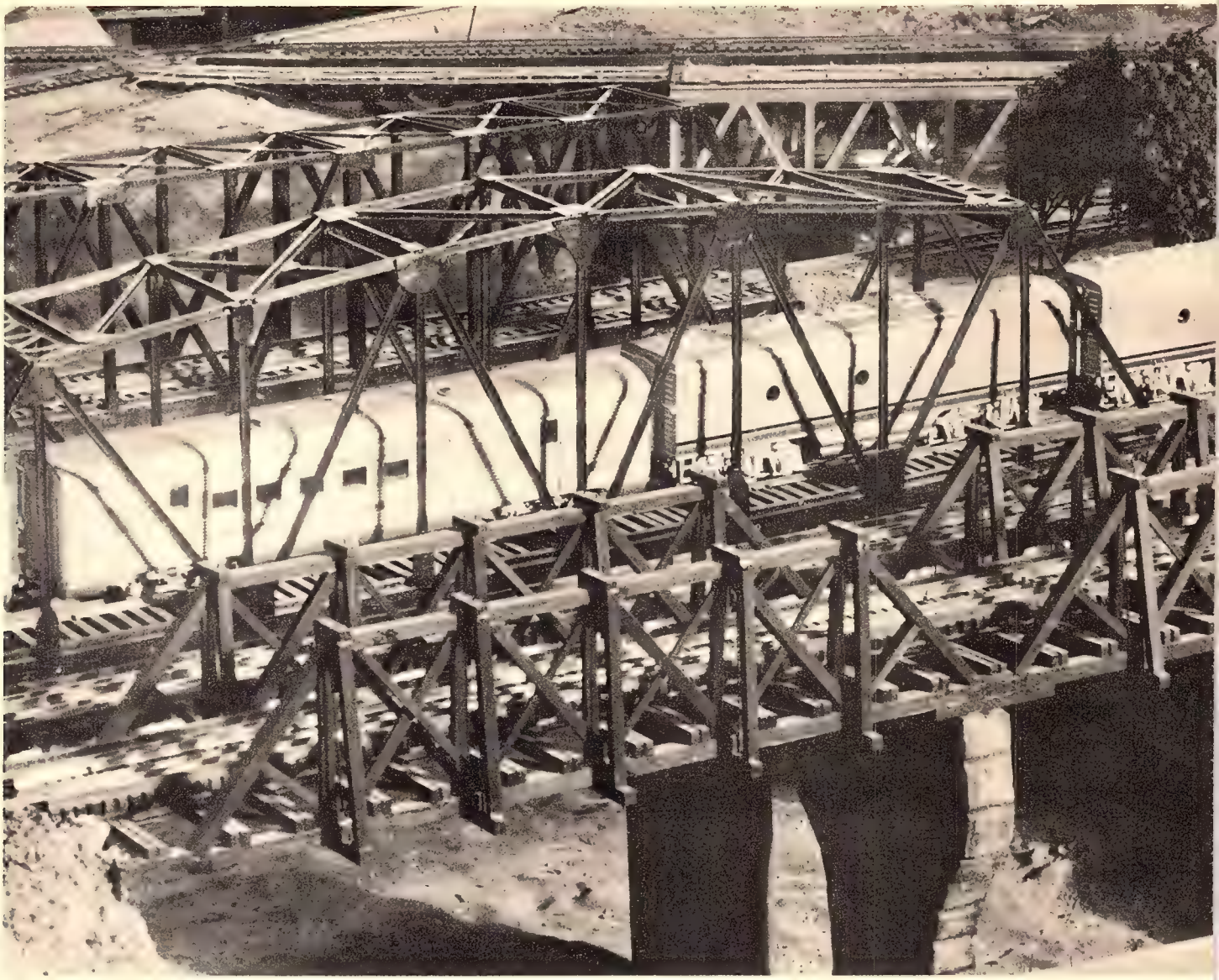
Photography by Don Youngblood

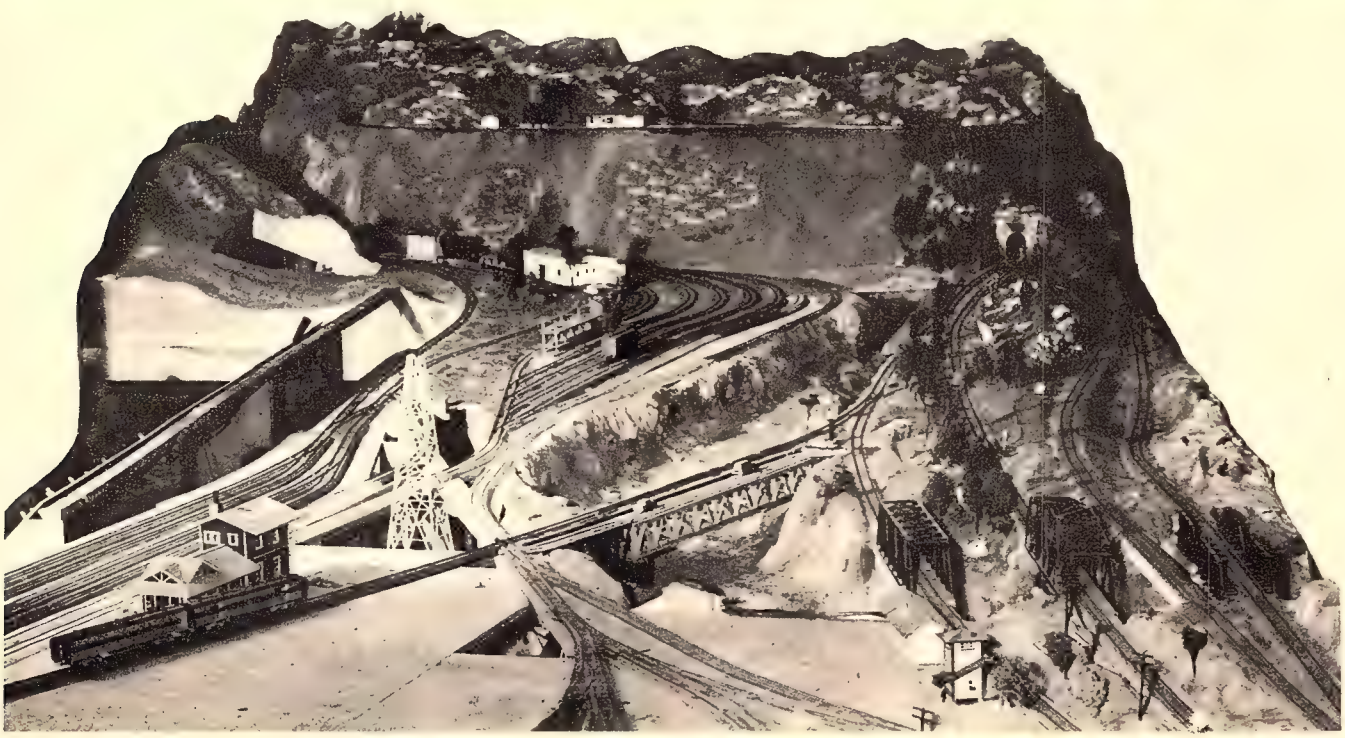
ONE of the fastest growing HO club layouts in the Mid-West is the Kansas City South Prospect Railroad of the Kansas City HO Club. Formed six years ago by A. R. Peterson, the club has grown fast with many of its members active in NMRA Mid-Continent activities.

The photographs on these pages show what has been accomplished thus far on the overlapping waterwing type layout (see plan, page 17). Most of the scenic activity to date has been at the mountain end.

The KCSPRR has two main line cabs plus additional cabs serving the yard and engine terminal. All main line turnouts are operated from a separate tower panel, an arrangement which allows five men to operate the layout, running a total of four locomotives at any one time. All turnouts are operated with rotary type switch motors.

Visitors are welcome at the Kansas City HO Club, which meets every Tuesday and Friday evening at their quarters at 5725½ Prospect Ave., Kansas City, Missouri.



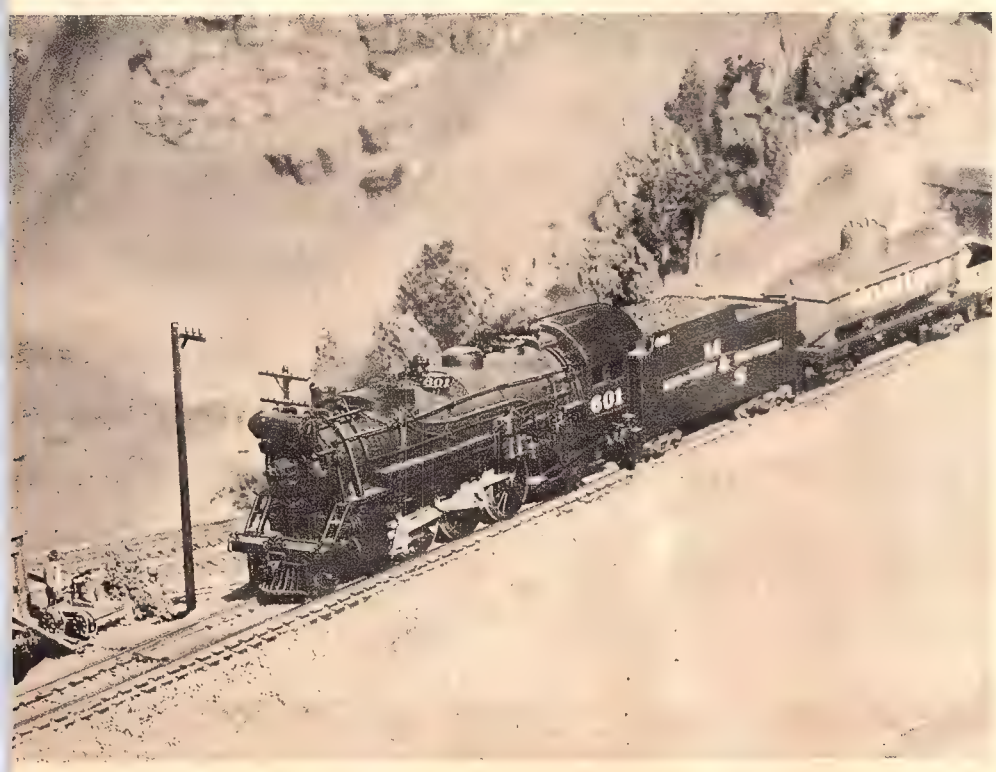


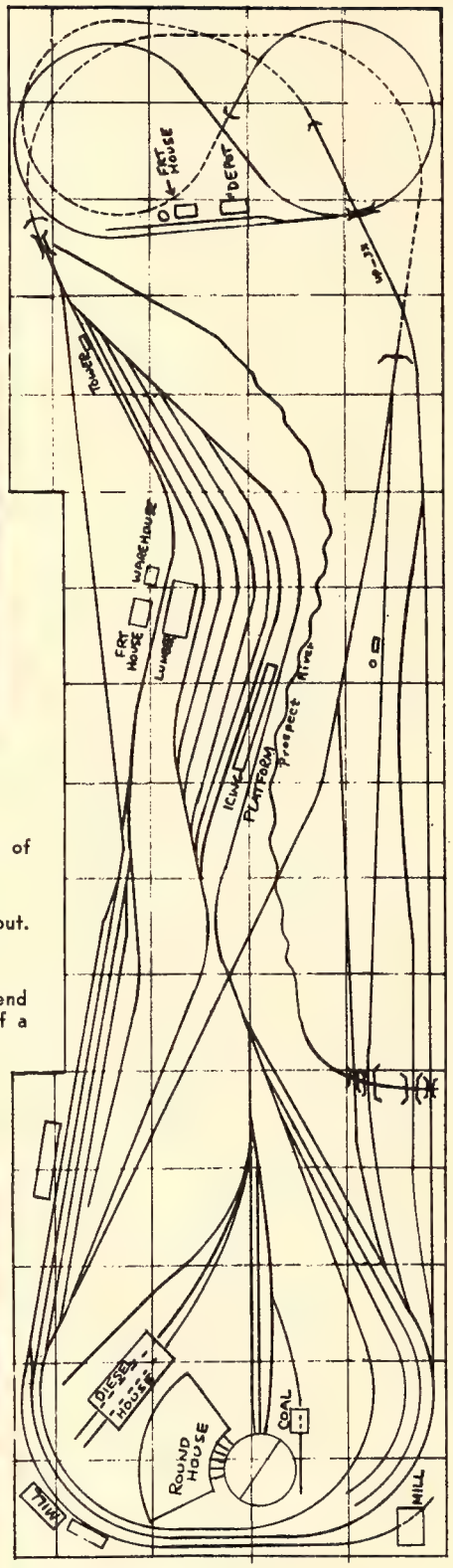
There are many fine bridges crossing the Prospect River even though the river is little more than a dry wash in this view. O gauge kit for foreground bridge is available.

Station loafers add atmosphere to small station at southwest end of layout. Station was built up from wood sheet.

Lower left photo shows a part of the Kansas City HO Club layout. Remainder of layout is still to receive scenery.

Below, MW&S Pacific No. 601 coasting downgrade at the head end of a hotshot freight. Extra plumbing on the boiler is the mark of a craftsman who really likes steam.





KANSAS CITY SOUTH PROSPECT RR

HO GAUGE **9′ x 32′**

Scale of Drawing—¼″ Equals 1′

LAYOUT HAS FOUR CAB CONTROLS

RMC ONE-NITE PROJECT

Living Detail

by Sherman E. Dance

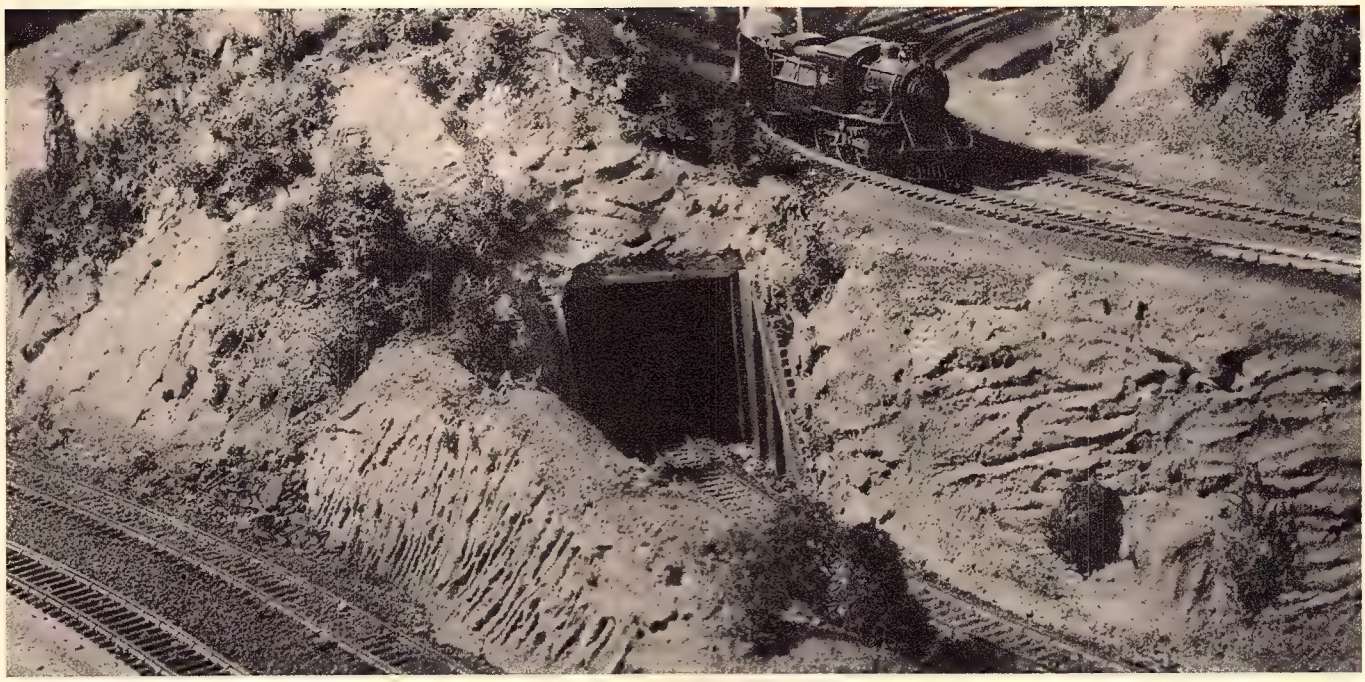
The finest models in the world are little more than toys until you use thought in their placement on the layout . . . then they become living and valued miniatures of the real thing.

Sprinkling ballast and stones at the base of a mountain requires care says author Dance. Small stones are mostly at the top, while larger stones have rolled to the mountain base over a period of many years.

MODELERS are known to become spiritually interested in a specific phase of the model railroad art; building rolling stock and locomotives, structures of all types and periods of time, electrical aspects for complete and automatic train operation. Still others are deeply concerned with miniature representations of mother earth's contribution of mountains, valleys, streams, and plains. All contribute interesting pattern and design to a world in miniature; all are needed.

Trees and Buildings

The acute structural modeler will go to any length to produce a model building which is in absolute keeping with the period of time, architecturally correct to the finest of detail. He has produced not only an interesting model, but one to which he could point with great pride and say: "It is correct—just like the real thing." He has accomplished a noteworthy undertaking. The same modeler will frequently place the building in a conspicuous and appropriate location and at the same time, overlook the very thing he set out to do . . . the surrounding area is devoid of those little interesting things that will present a complete picture. Beside the antiquated saloon he has erroneously located a few small evergreens which would have been more appropriate on the plot of the new and modern ranch house that has been constructed to like exact standards. How much more effective would the saloon have been, had the likeness of a few old trees been located close to the building, spreading shade over the structure and comfort to the gents who frequent the place of a hot summer's day. In effect, the old trees would compliment the age of the structure—



Toy tunnels are traditionally spotted anywhere on the layout, but as mature hobbyists we should be able to do one better. Here the mountain is approached gradually with gentle hills and cuts. When the mountain has become too steep for economical cut-work, a tunnel was bored into the hill. Author makes his mountains from plaster mix.

both would have lived and grown together . . . one of the part of the other for the complete picture of the passing of time.

Thus, it is to say that the modeler should concern himself with the surrounding area for the placement of any object within the scope of miniature representation . . . to seek out little and insignificant items which would normally be anticipated at such location. Trash cans, empty beer barrels—even one for a rain barrel at the corner of the building would, indeed, augment the significance of purpose. The little unexpected but necessary items to **living** should not be overlooked; it presents **realism** that is in keeping with the work and effort that has gone before it.

Tunnel Portals

The fascination of a locomotive creeping out of a tunnel portal has induced many a modeler to make a quick trip to the model shop; he wants a tunnel on the layout. The plaster model bought at a nominal sum must be located somewhere on the pike. Too frequently the modeler will select a location that is close at hand, and, after a quick survey of the terrain, decide that this easily accessible spot will provide an ideal location. Ideal because it is easy to reach, nice straight section of track that hadn't been scenicked too well and having plenty of room, a mountain in this level spot would be the solution to the new proposed tunnel portal. How sad. Tunnels on the prototype do not occur just any place, and by all means—not on a level stretch of land. Further, because of maintenance, satisfactory drainage, slower train operation, and other factors, the prototype bosses use the tunnel only as a last resort to cross the barrier: a must. Thus, if a tunnel is to appear in the model pike, it should have reason for being there . . . low rolling hills first that become higher, and at long last the bore becomes a necessity—and usually after a lengthy cut which serves as the approach.

The rolling hills, the cut, and the mountain presents the need for the bore. Sometimes the tunnel portal is cut into solid rock wherein the necessity of the poured concrete portal becomes unnecessary. In other areas, a masonary portal is used because of the abundance of rock in the nearby mountain. Wood tunnel portals and linings are, indeed, not uncommon in densely wooded areas or sections of the country which had seen railroad construction during the 1800's. Thus, the modeler to be in true keeping with his concern for nice and fine detail, must first concern himself as to whether the trackage is representing an old line of many years of service, or a recent and rather new line through the country. These determinations **should** determine the type of portal To locate a tunnel is not all—having it in keeping with the area it services adds realism. Interesting detail is easily installed to further the impression of the need. A small drainage ditch coming from the portal and running beside the track—excellent idea. Why not carry it a step further? There is a body of water present here and there in that ditch—evidence that water had come out sometime previously. And . . . represent that water with a few small pieces of window glass that has been embedded in the plaster mix. The resulting reflection is very often most convincing.

Gullies & Ravines

The little gullies and ravines that climb the mountain sides (or even the tunnel slopes) will challenge the modeler into further realism once he gets conscious of their existence. They have been created by running water, erosion, and natural upheavals of earth pressure. Plants, including trees and denser vegetation, have found a heaven for growth and development. Moisture here is almost always present, and at times, much in evidence as damp, wet soil. Just paint on a few streaks of varnish (or shellac) . . . and the modeler will have captured another significant bit of interesting detail.

A Living Miniature

While on the subject of mountains, why not consider a few more things that will produce a "living miniature?" From a comparatively level table top, the railroad should approach and climb a few rather low and rolling hills. These gradually grow in size so that here and there the railroad line passes over a few small valleys and gullies. Some of the depressions have become railroad fills—loose dirt and rock dumped into the ravine to form an embankment for the roadbed while others, larger in size, have been bridged with structures of wood, cement, or steel. The bridges may in themselves reveal the representative period of the model pike . . . the wood trestle, for example, suggesting a line constructed fifty or more years ago.

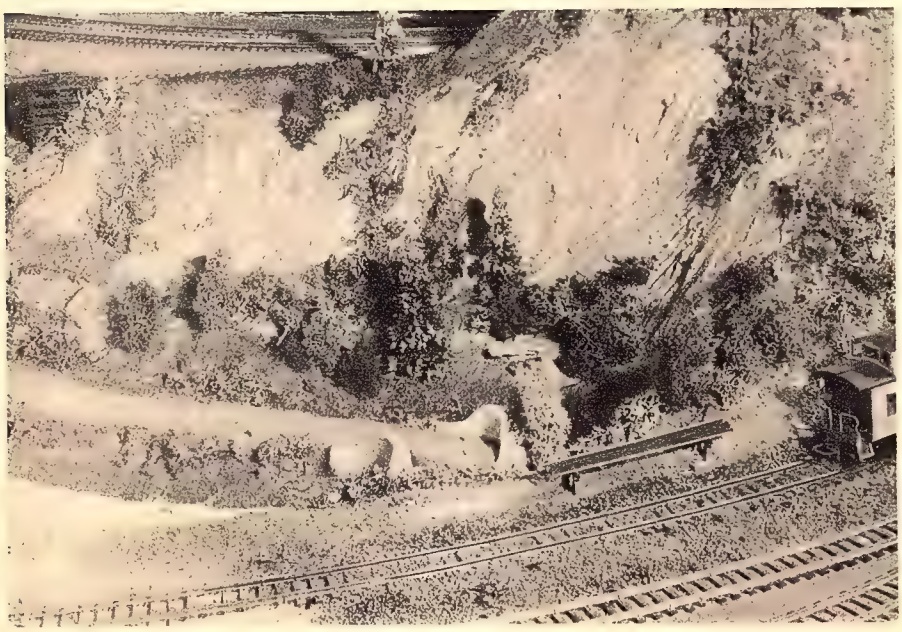
The hills, gradually growing in size, will eventually take on the proportions of mountains; slopes become steeper and steeper till the barrier no longer permits the passage of tracks by normal grades. The tunnel will thus become the engineer's means of defeat-

Big rocks and cliffs have long been favorites for the placing of religious and other type slogans and are easy to model, but treat them carefully to avoid offending your visitors. Trolley lines fit in well with railroads.

ing the obstruction as was so frequently done by large and small railroads the world over. The tunnel has then, in effect, disclosed its need for the model pike too.

Further significance to hills and mountains can be obtained by the scenic modeler with but litle additional effort. Have we as modelers ever noticed that nearly every ravine or gulley in a rocky and mountainous region usually has lots of rock debris that has fallen from the mountain side? Large and heavier rocks will slide further to the bottom of the slope while the top becomes the natural resting place for literally thousands of smaller pieces. It requires but a little model cement, crushed stone of assorted sizes gathered from the side of the road and the modeler has further and significant evidence of realism as mother nature will present it. Why not try a few spots on the pike and see what a "lift" it has presented?

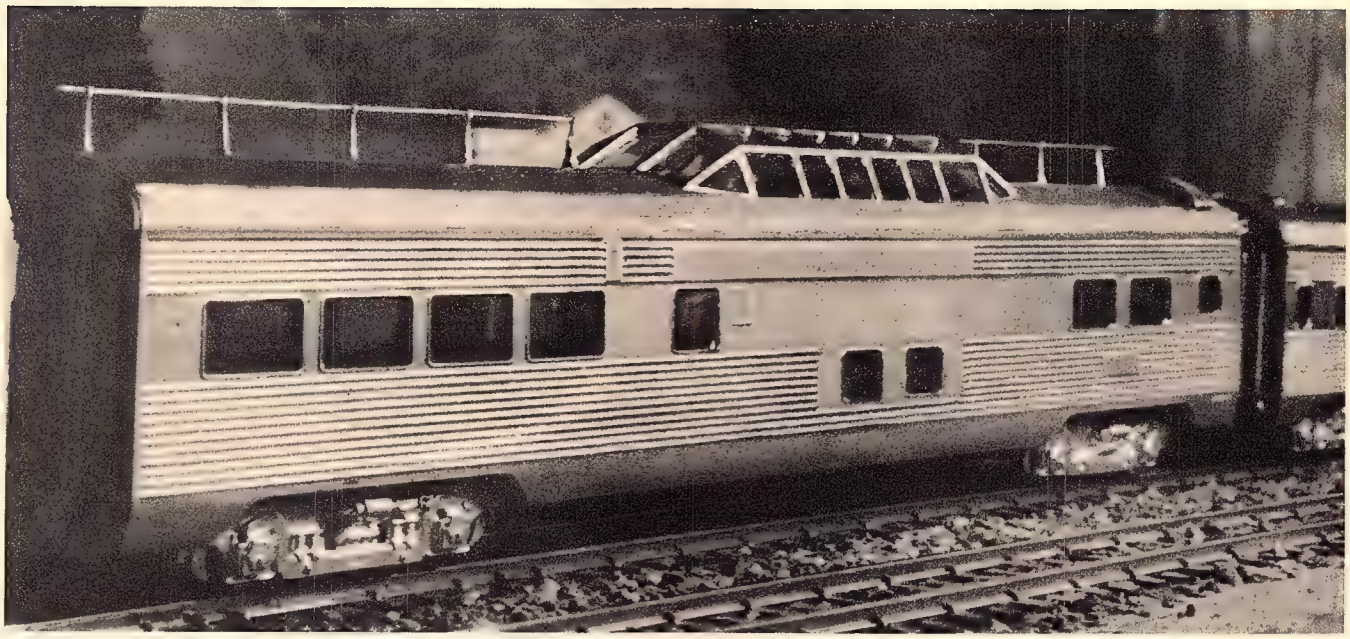
You'll often find streams and gulleys running down the side of a mountain, sometimes forming small pools at the most convenient depression. Here, vegetation is denser than up on the slope. Add a dirt road.



Mining Areas

Mining areas, popular with the railroad modeler, are interesting and effective for their scenic possibilities . . . dump cars, power houses, etc. How many modelers include the rock debris, broken timbers and the like that are ever present in such industry? Too frequently the modeler will perform the "acme" of inconsistance and forget that the rock and debris from the mining shaft is so often piled in huge mounds—even stories high—right outside the portal. Insignificant, indeed, but how effective it can be to convince the observer that there really is a "hole" in that mountain. What is wrong with having a wagon wheel around, minus a few spokes; a length or two of ladder and again, a few rungs missing . . . seems that they are always to be seen? Then too, a coil of thread hanging on one of these antiquated buildings will suggest a hefty cable to be brought into play when the time arises. Have some fine chain you would like to use somewhere? The mine presents the opportunity!

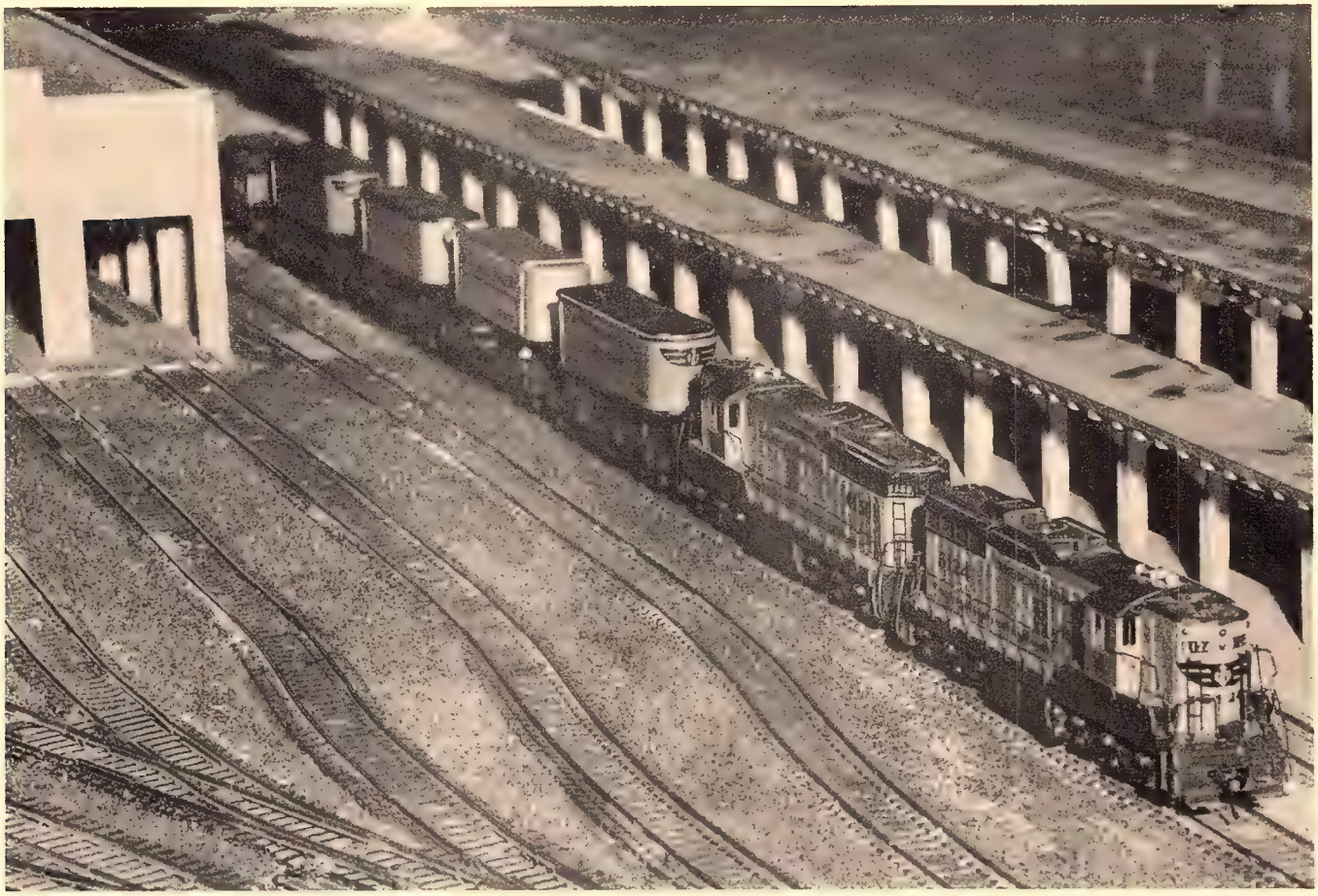
It is the little detail, the items not generally thought about or taken for granted, that puts "life" into the model pike, presenting a miniature picture of being occupied. Look about you where-ever you go; make notations or mental pictures of the many things you see—not necessarily the obvious and large, but the little and insignificant things.



Carl Causon, 49 Red Barn Rd., Hyde Park, N. Y. shot this view of the Little Super Chief hitting the high iron through Alburg, on his Little Santa Fe Railroad. Dome car is built from Athearn kit.

ALONG THE BOOMER TRAIL

Another scene on the Little Santa Fe, with the Limited pulling into the station at Alburg. Placticville station, plastic Varney cars and platform sheds are all easily modeled bits of railroadiana.



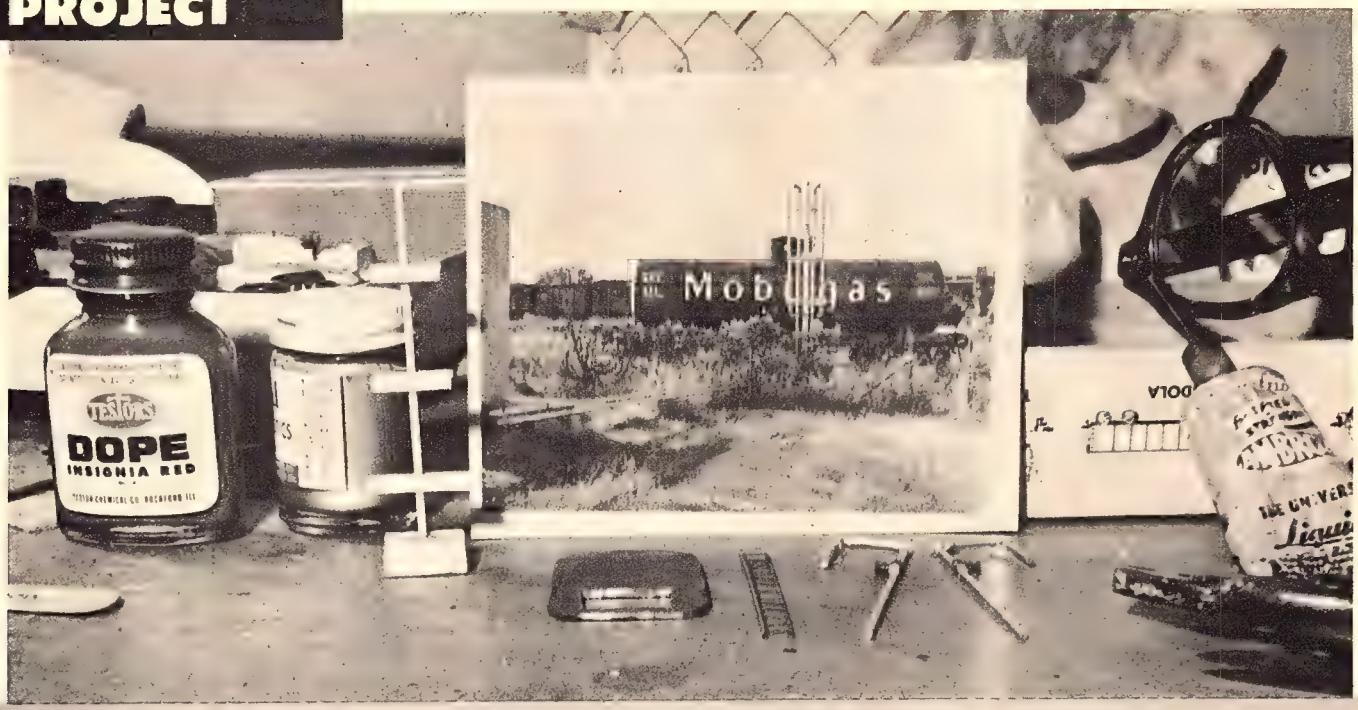
Robert J. Jeffreys, Chief Clerk of the Highland Park S. M. E., 5311 Sherbourne Drive, Los Angeles 56, Calif., sends in this view.

An old time Mogul comes clanking 'round the bend in a dynamic shot by John Boehner, Box 566, Chillicothe, Mo. Doesn't that elevated cattle pen to the right capture your eye and imagination? It's scratch built.

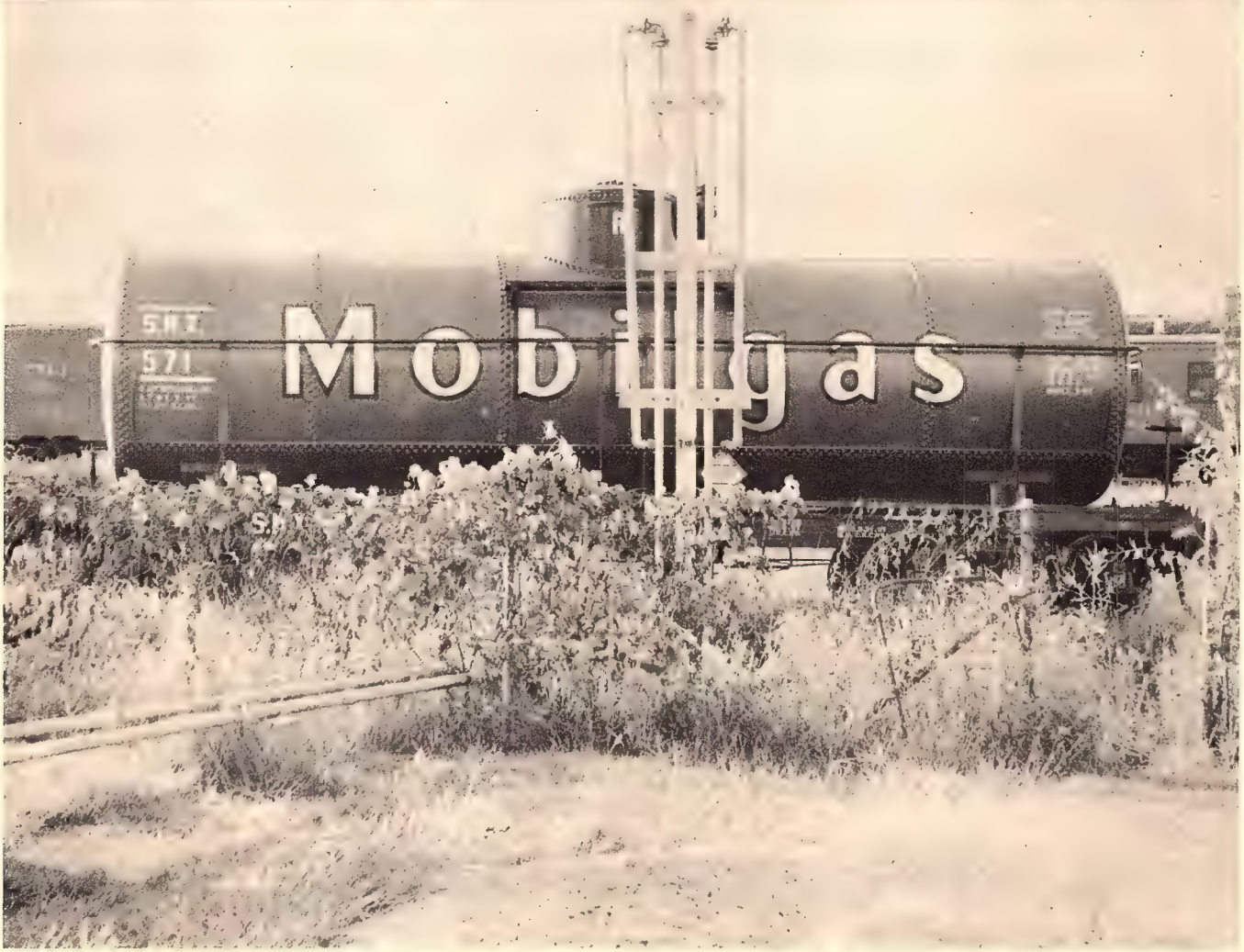
HAVE YOU EVER TAKEN ANY PHOTOS ON YOUR OWN LAYOUT WHICH YOU FEEL ARE AS GOOD, OR BETTER, THAN THE ONES SHOWN HERE? WE PAY $5 FOR EVERY ALONG THE BOOMER TRAIL PHOTO PUBLISHED. PIX SHOULD BE AT LEAST SIZE 4x5. DON'T BE BASHFUL. MAIL TO: BOOMER TRAIL, C/o RMC, RAMSEY, N. J.

Gooseville Gulch, a thriving old time Western metropolis, built from kit built structures by 12 year old Robert Freeman, Brevoort Lane, Rye, N. Y. Scenery was built up from screening covered with a plaster mix. Bob also built the ten-wheeler kit. Although the Tru-Scale structure kits shown are not known primarily as beginner kits, Bob should certainly get a commendation for excellent craftsmanship.

RMC ONE-NITE PROJECT



Trackside Industry



Completed model, at right, has had ladder and small shack added by author. Completed new trackside industry occupies only few square inches, provides for several cars each week.

by John Boehner

At left is shown the author's workbench and the photo from which he built his model, also shown below. Shown are the balsa wood tower, lead base, ladder, two pipe assemblies. Only simple hand tools required; plus one evening's time.

Prototype photo shows simple wooden frame used to hold pipe assembly. Paint stand silver, use any brand gasoline you prefer. Decals are available for many brands not offered in ready to run cars now on market; are easy to repaint.

OIL UNLOADING FACILITY

WHILE driving through Brookfield, Missouri, I spotted what looked like an ideal trackside industry. It was an item that could be made in one evening, or perhaps two at the most, and was one which could be counted on for everlasting enjoyment in the extra operations that it would afford the modeler.

Photo 1 shows the installation; a prototype oil unloading facility that takes up little more room than a trackside shanty. The Brookfield installation was just what I needed. This was an industry that would use about two or three cars of gasoline per week. The unloading facility shares the track with two other small unloading facilities.

The use of two or three cars per week calls for some switching besides the obvious moving in and out of the oil cars. This is all the better for model operation and when I saw the prototype, I immediately decided that it would be located in front of my freight station for two reasons: (1) it would present a problem in getting the boxcars in and out, and also (2), I would be able to use a space for an industry that otherwise would be too small for anything else.

In other words, if you want more operation and feel that you haven't the space, investigate the lead-in track to one of your existing industries.

Photo 2 shows the necessary materials required to build up the oil unloading platform. You'll need some music wire for the pipe, some small diameter washers to fit over the wire to make the ends look like elbows, some valve arrangements which can be made from balsa and washers, a few strips of scale lumber (12″), some sort of base for the pole to stand in (I used lead because it didn't stand up very high and when painted a cement color, has about the right texture). You may also need some sandpaper, a knife and glue. The prototype was painted a silver with the controls and the tip of the center pole painted a bright red.

For the prototype installation, the picture will show the necessary dimensions and placement of parts. As I said before, I did not follow the prototype in my model, just the idea. I used a ladder on my installation as the valves were too high for a man to reach from the ground.

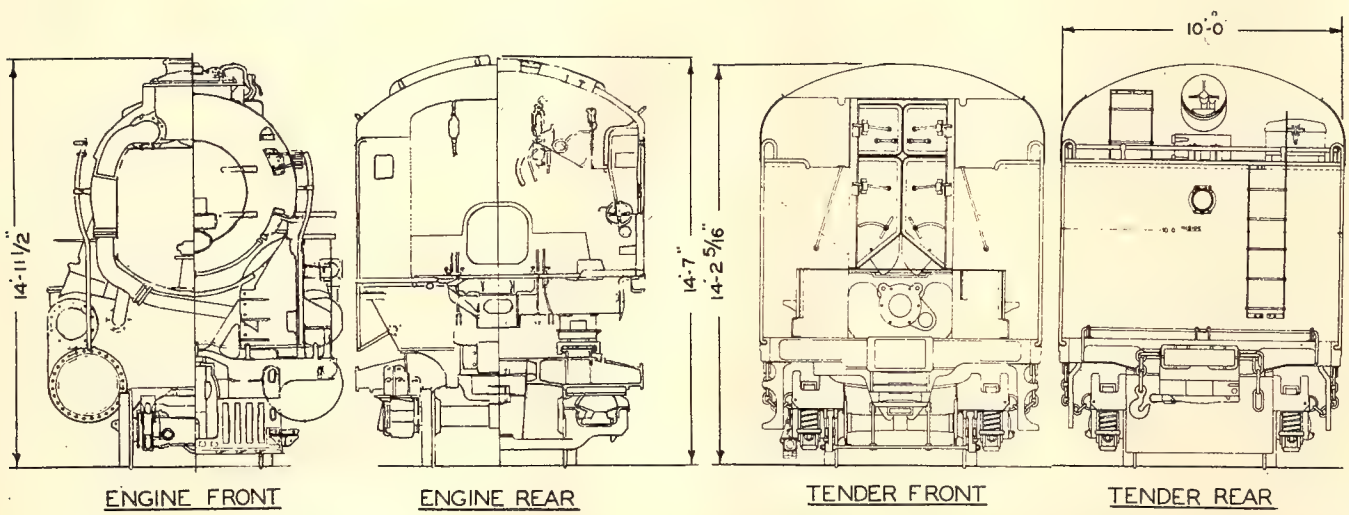
Photo 3 shows the installation before the base was painted and set into location with a little sand ballast poured around the edges and glued with a thin mixture of dope and thinner. The pump house was made from scraps of Tru-Scale aluminum siding and then the shine was taken off by brushing 'brush mix' on it from top to bottom. Suggested extra details would be a tank truck (driven by the bulk agent who usually has the job of unloading the cars); a few barrels of oil and grease inside the pump shack. As you can notice on the prototype picture, the gas is pumped to the storage tank above ground with concrete pillars holding up the pipe to keep it from sagging. You could have the tank on some other part of the layout with a mythical underground pipe system going to it or have it appear from the 'ground' a few inches from the tank. The exact way this should be done would depend upon the available space on your pike.

Some readers may also want to consider the brand of gasoline being used, painting and lettering the delivery truck to match the tank cars. While Mobilgas is shown in the pictures, kits and decals are available for many other brands.

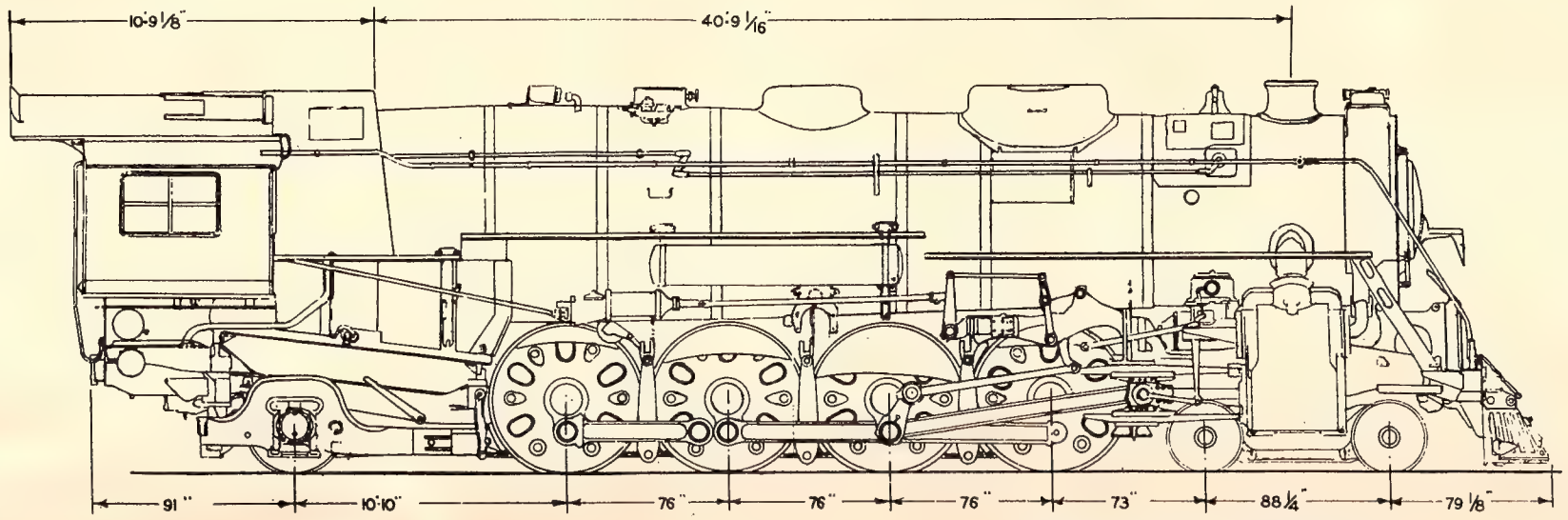
After development of the Hudson, trains continued to get heavier and the need for a new wheel arrangement became apparent. The result on the New York Central was the 4-8-2 Mohawk (the famed Water Level Route could never operate Mountain types!) which quickly became the big freight loco on the Central. The Class L-2d shown here at West Englewood, New Jersey was equally at home on freight or passenger runs. Eventually, the 4-8-4 Niagara came to the Central, possibly the greatest steamer of them all.

NEW YORK CENTRAL
4-8-2 MOHAWK CLASS L-2d

Massive and sleek, New York Central's great fleet of Mohawks were the mainstay of heavy freight power during the 1940s, and many dual service Mohawks found themselves at the head end of crack limiteds. This is the engine that was built after the Hudson reached its peak.



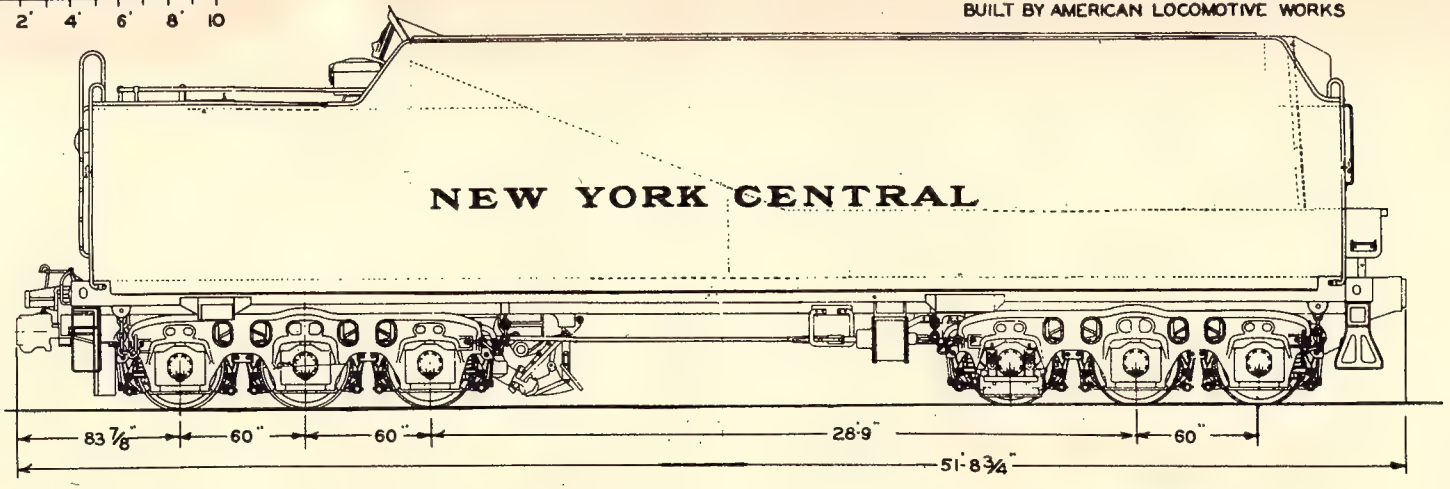
FULL SIZE HO GAUGE



NEW YORK CENTRAL MOHAWK
FREIGHT & PASSENGER

BUILT BY AMERICAN LOCOMOTIVE WORKS

SCALE
0' 2' 4' 6' 8' 10



F.W.

You're On The Carpet!

Bill Livingston

Here's a brand new RAILROAD MODEL CRAFTSMAN feature in which every reader is invited to write in and tell where the experts erred!

IN the East, when you think of old time railroading in HO, you naturally think of Bill Livingston. Bill is tops in his field; he's an A-1 craftsman, a real railroad buff, and an artist. Many readers will recall his fine picture story on the Shinglehouse, Turtlepoint & Western Railway in the Nov. '57 RMC.

It was quite natural, therefore, in choosing a likely victim for our new RMC **You're On The Carpet** series, that we pick someone who wouldn't be too likely to go putting poppet valves and rolling bearing trucks where they don't belong.

At the right is a typical scene on Bill's ST&W in all its glory. The ST&W is an old time backwoodsy sort of line using small steam power and old time cars. Some of its right of way has been built over a former narrow gauge line. We want to know what you think of Bill's layout.

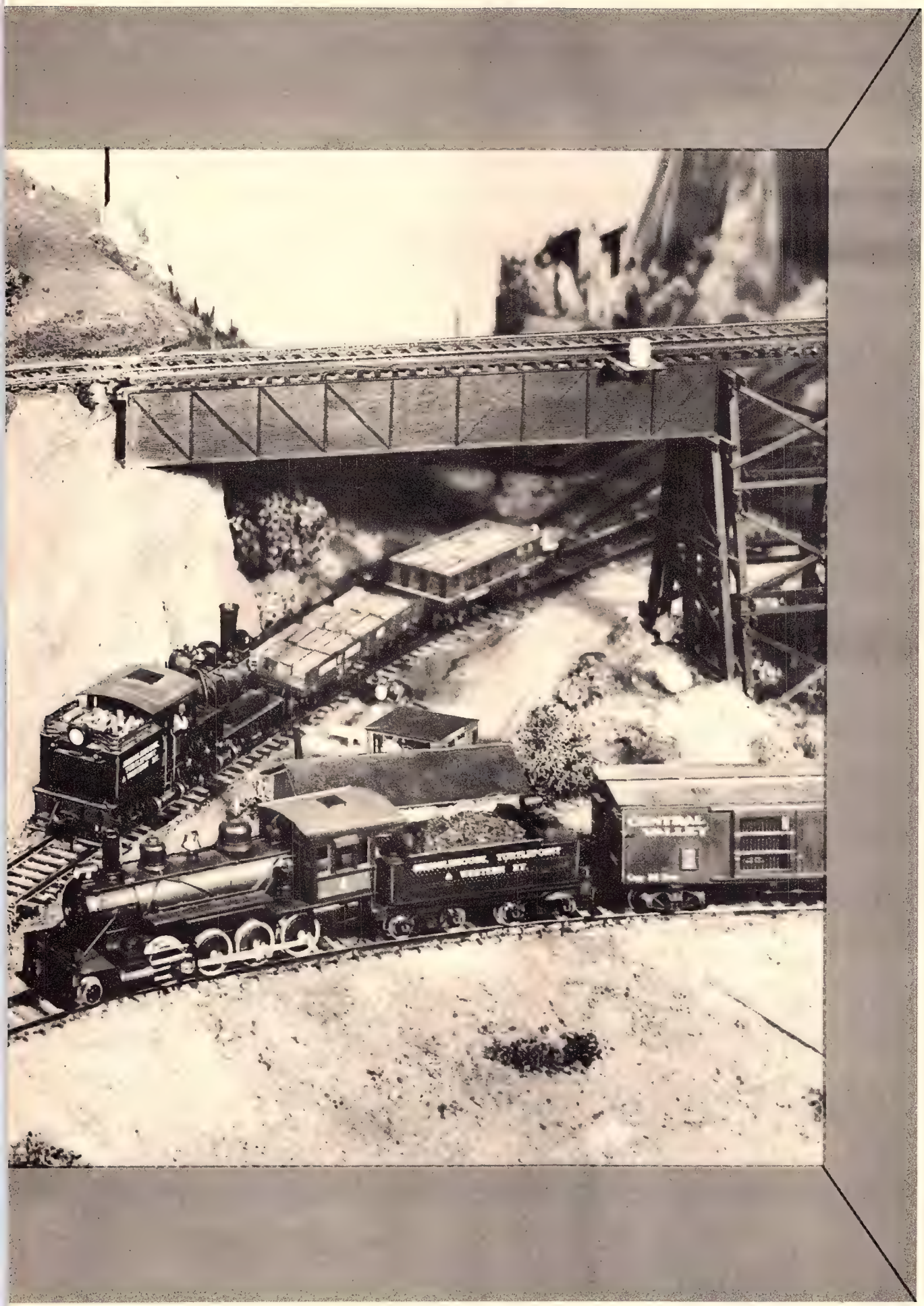
Do you think the ST&W, from the photo shown here, is everything that it should be. Has Bill created any anachronisms that hurt your aesthetic senses. Are his cars, engines, and scenery satisfactory? Has Bill perhaps passed up a chance to add some scenic splendor that would pep up the whole layout?

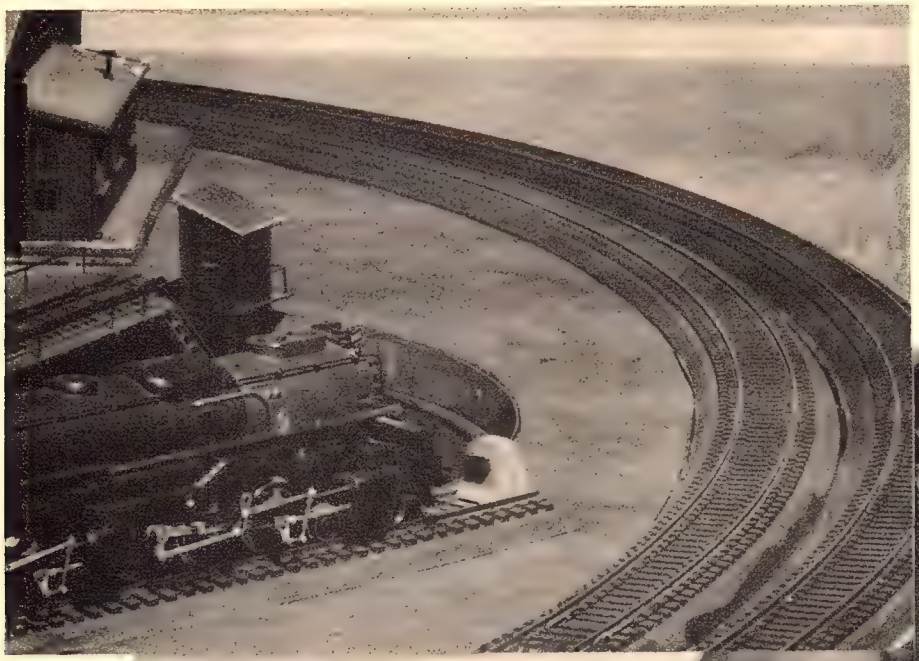
We can't think of anyone we'd rather have give us this information than all the Readers of RAILROAD MODEL CRAFTSMAN. So let's hear from all of you. Send your comments (we'd prefer them typed, double-spaced, one side of paper only) to: RAILROAD MODEL CRAFTSMAN, c/o You're On The Carpet, The Penn Building, Ramsey, New Jersey. All entries become the property of Railroad Model Craftsman and cannot be returned. All entries must be received not later than March 1, 1958.

A gift certificate for $25 worth of model railroad merchandise at the hobby shop of his choice goes to the best reply received, in the opinion of the staff of RMC (and that opinion shall be final!).

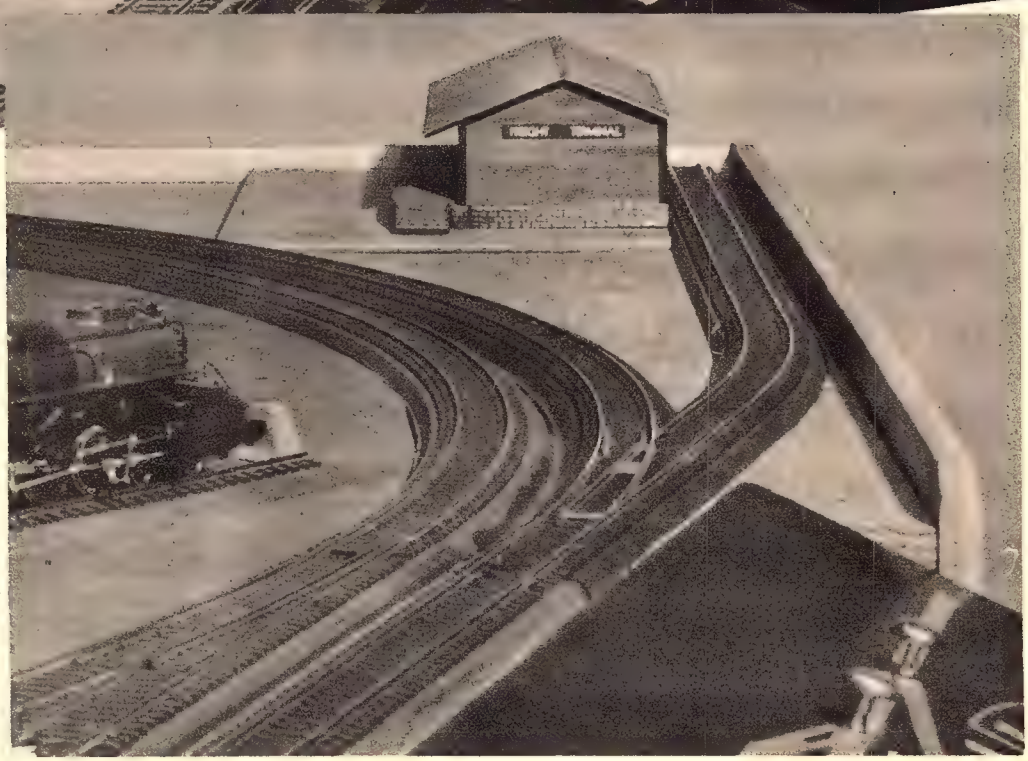
AND TO BILL LIVINGSTON, another gift certificate for $25 entitling him to model railroad equipment of his choice at the hobby shop of his choice, and our thanks for joining in on the fun.

WOULD YOU LIKE TO BE ON THE CARPET? Send us an 8x10 glossy print of your scale model railroad, any gauge except prototype. And we'll also consider custom built cars and locomotives. The only stipulation is that the model submitted must be your own. Photos chosen get a $25 gift certificate. Other photos are eligible for use in Along The Border Trail.





1—Barren and desolate; this was the scene on Joe Klos' HO pike before he and John Boehner decided to do something about fixing it up. Area was next to engine terminal and hence built on flat plywood . . .



2—First step was to install switch which was easy job even though home built switch was used. When switch was ready, stretch of original track was lifted out and new stretch inserted. This is easy when using Tru-Scale roadbed or Snap-Track . . .

3—Second step was installation of siding and placement of the freight station. Station was built from wood following RMC full-color cutout plan, modified slightly . . .

Scene above contrasts sharply with barren view of photo 1 on opposite page, yet was converted in an evening. Text tells how, step by step.

Step by Step . . .

OPERATION IN A CORNER

by John Boehner

When tunnels and mountains can't be used, the question of how to best utilize the corner of a layout can be a real stumper. The solution given in this article looks good, and installs quickly.

THIS is a brief resume of how a layout corner seemingly wasted was used to good advantage, and furthermore, in such a way that should the desire arise, the whole character of the corner could literally be changed overnight.

Photo 1 shows the corner on the outside of a 30" radius mainline and passing track. The layout at this point is of table-top construction as it is adjacent to the roundhouse area and needs to be flat anyway. We had a built in problem here inasmuch as we couldn't come off the outside mainline anywhere that we wanted to as the control panel for the roundhouse area was too close and to move it so much as a quarter of an inch would entail entirely too much effort. Besides, in this particular location, if the control panel were moved out away from the layout there would not be enough room because of the proximity of the stair casing going to the first floor of the house. All sorts of possible solutions to the problem were discussed (mostly at about 2 AM) ranging from gauntlet track to a tunnel through the control panel (2:30 AM) but these solutions to added operation were cast aside in favor of the one told in this article.

The first step was to build a switch to fit the existing curve. Although Joe Klos built his own, one could substitute any ready made switch most anywhere on a curve and have the straight part go to the proposed siding. **Photo 2** shows Joe lining up the built up switch to see if everything went all right. One purpose of building the switch separately was so as to not interrupt operation on the mainline any longer than was necessary to cut out and replace a section.

Photo 3 shows the siding completed as far as the trackwork is concerned and the Freight House sitting in its proposed location. This freight house was built from scale wood from the full color plans on the back of a RAILROAD MODEL CRAFTSMAN of a couple years ago. It was built by myself, modified to some extent. The sides are lapping and the base is hard balsa wood carved to look like stone.

4—Aluminum foil and masking tape protect the station from plaster drippings and also permit its easy removal at a later date if desired. Similarly, old newspapers and tape keep roadbed free of excess plaster, making later reuse easy.

5—Plaster mix is spread into area and in this case is given gentle brushing to smoothen the area. Scenic treatment varies depending on the whims of the builder . . .

The platform was built from scale 2 x 12's laid individually. The roof is Tru-Scale aluminum and is stained with 'brush mix' to take the shine from it and to give a little weathered look. A most realistic siding was made by painting it 'railroad yellow' and then going over this bright shiny paint with brush mix and ageing it accordingly.

A few comments on why the Freight House was to be installed on a platform. As was said earlier, this corner was to be made into a place for a lot of operation, yet the way was to be left for easy conversion to some other form of detail, should the need arise. One reason for this type of thinking is that the Freight House belongs to myself and the layout belongs to Joe Klos. It was decided that we might as well have operation as soon as possible and to wait for one man to do all the building, would take a short lifetime, so since I already had the house built, we might as well use it for something. The platform was made from ¼ inch plywood and the house is mounted directly to it, making it interchangeable with my own layout in Chillicothe.

Photo 4 shows the simple preparation taken to install the house so as to make it easy to remove. First, take newsprint and masking tape and mask the existing track with the tape about a ¼ inch above the bottom of the base of Tru-Scale. The reason for this is that after the plaster has been put in, then the tape and paper can be easily pulled off and the base of the Tru-Scale is clean and one can easily apply ballast and have a nice neat job of it. The 'detail' to be installed is wrapped in aluminum wrap of the type used to cook with, and placed exactlly where it is supposed to be. Waxed paper could be used in place of the alluminum, however, it has a tendency not to stay where you put it while the aluminum will stay where it is folded.

Photo 5 shows the installation just after the Spackle compound has been

poured. Spackle was used in place of wood fibre plaster, as it has been our experience that the wood fibre plaster has a tendency to crack unless periodically 'wetted'. We wanted to have a relatively smooth and level surface here, to simulate cinder roadbed for trucks to use. After the Spackle has been poured, then a wet brush is stroked lightly across the surface to smooth out the bubbles and fill in the slight depressions.

While the plaster is still wet, take the cinder ballast, or whatever type of ballast you are going to use, and shake it on with a shaker. Joe used a cheap metal salt shaker which retails for 10c and makes a very fine ballast applicator for large areas. After an even layer has been spread, take a wet flat board and lightly press the ballast or cinders into the top of the plaster. Picture F-6 shows the beginning of this step of installation.

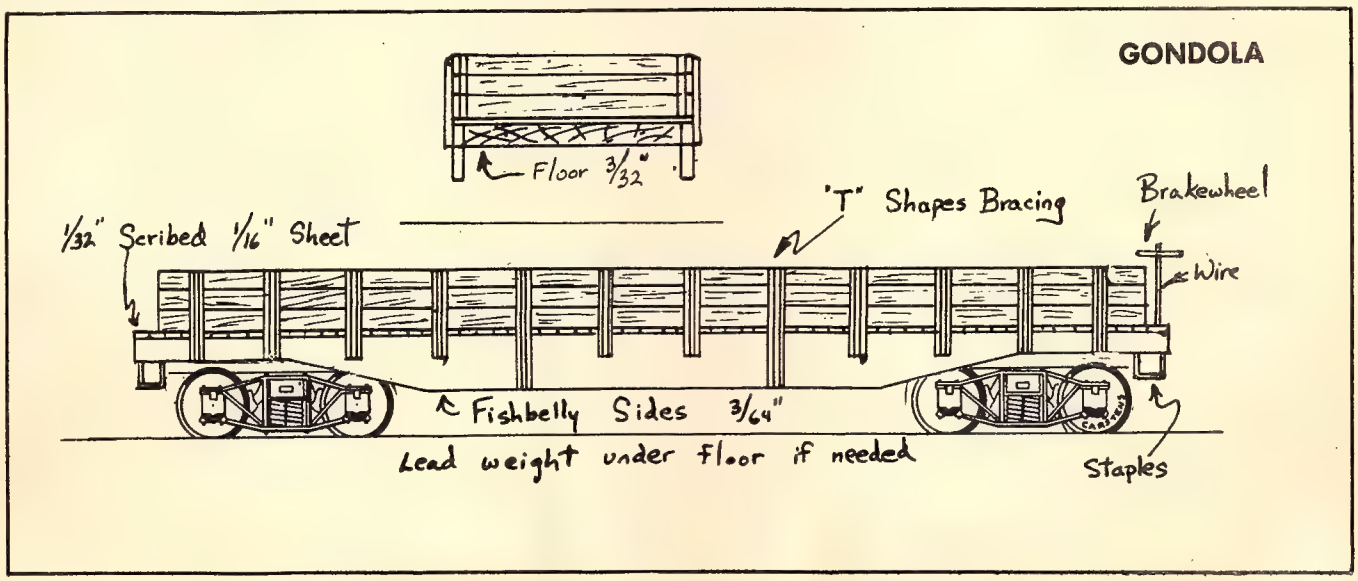
Up to now, it may seem like the installation of this detail in the corner has been quite lengthy and detailed. However, the actual installation of the station and plaster took just slightly over an hour and a half, not counting the building of the switch of course.

After the plaster has set overnight, lift up the detail (in this case, the freight house) and take off the aluminum wrap and place the detail back into place. You will find that there is ever so small a crack where one meets the other. A slight amount of cinder or sand ballast sprinkled over this crack and held down with an application of thinned out airplane dope and thinner (approx 5-1) will withstand the rigors of the vacuum cleaner and takes but a moment to apply.

Photo 7 shows the completed operational detail installed. We went even one step further than the freight house and installed an oil unloading ramp, complete with underground pipes leading to the storage tank behind the roundhouse (to the left of the picture) the oil unloading ramp needs to be 'fixed' by the placing of a little dirt and grass (shreds of lichen) before it is completely acceptable. Judicious placement of plastic autos, trucks, along with the inevitable highway boxcars by Ulrich or as in this case, free lanced using Ulrich and Red-Ball truck wheels and aluminum siding with signs from various covers on cereal boxes, make the scene one of great action and one requiring numerous billings and LCL movements for the switching crews.

Although this article deals with the installation of revenue-operation detail on one particular layout, with a little planning on your part, you could do something similar to that place on your layout that seems like a lost cause, and increase your operational possibilities at the same time. It seems to me to be much more feasible to add detail of this type that has meaning, than to just fill up the space with a house, barn, or what have you—something that doesn't particularly 'fit' in with the general scheme of the railroad.

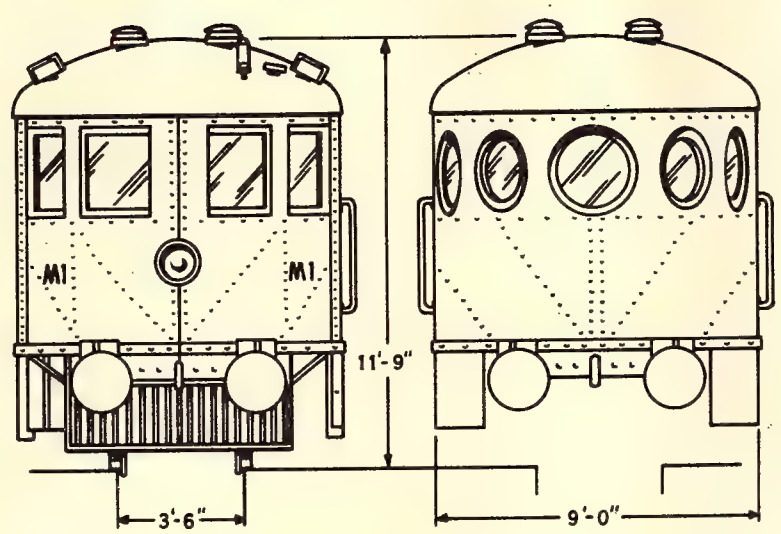
6—Cheap salt shaker is used to sprinkle ballast mix over plaster. Author used a 5-1 airplane dope and thinner application to hold ballast in place. Many modelers prefer cheap enamel . . .



Queen Of The Narrow Gauge

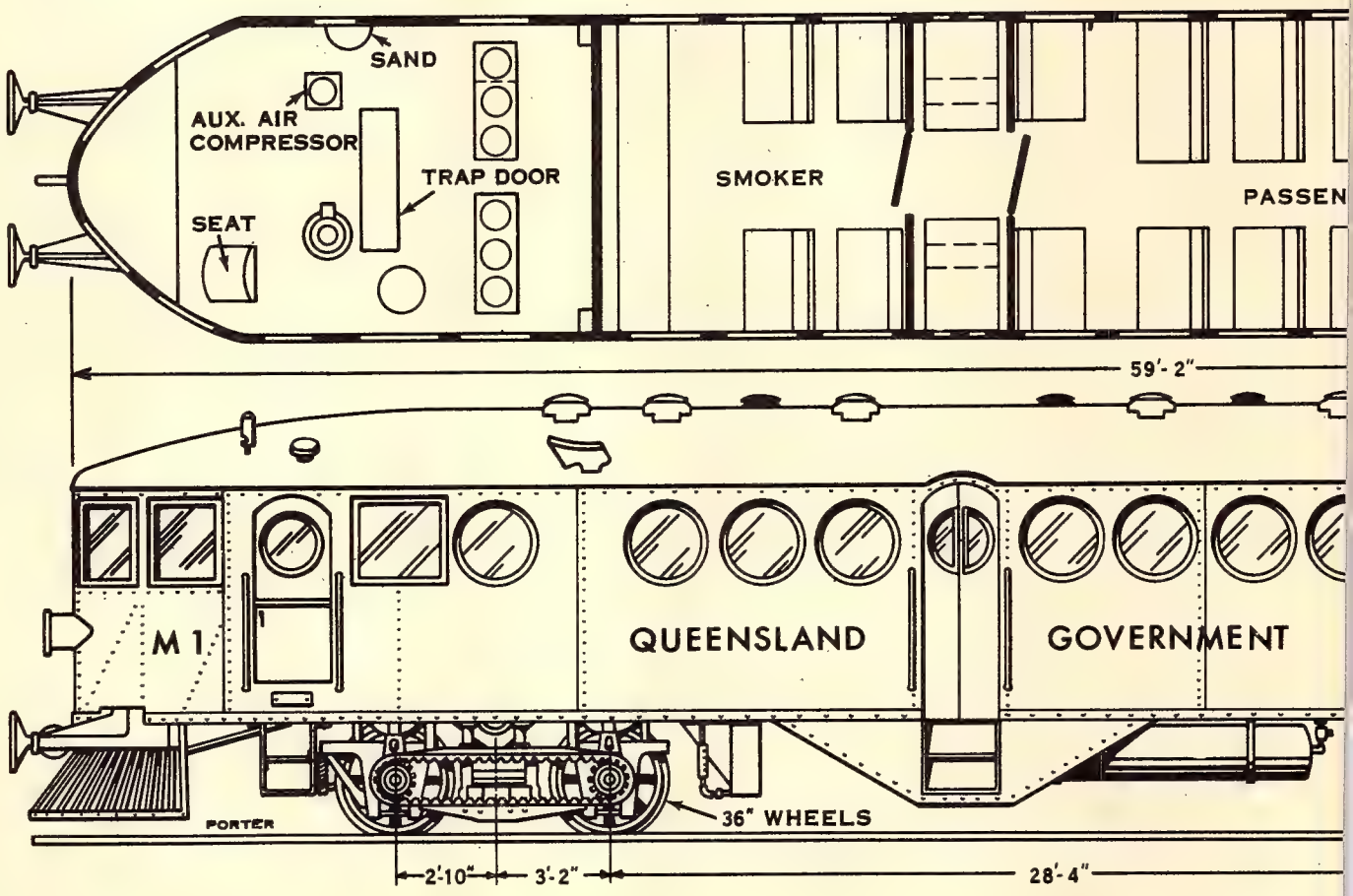
as built for the
Queensland Government Railways

Mc Keen Car



FULL SIZE

3/16" Scale — For S Gauge



Drawn For

RAILROAD MODEL CRAFTSMAN

by Russell D. Porter

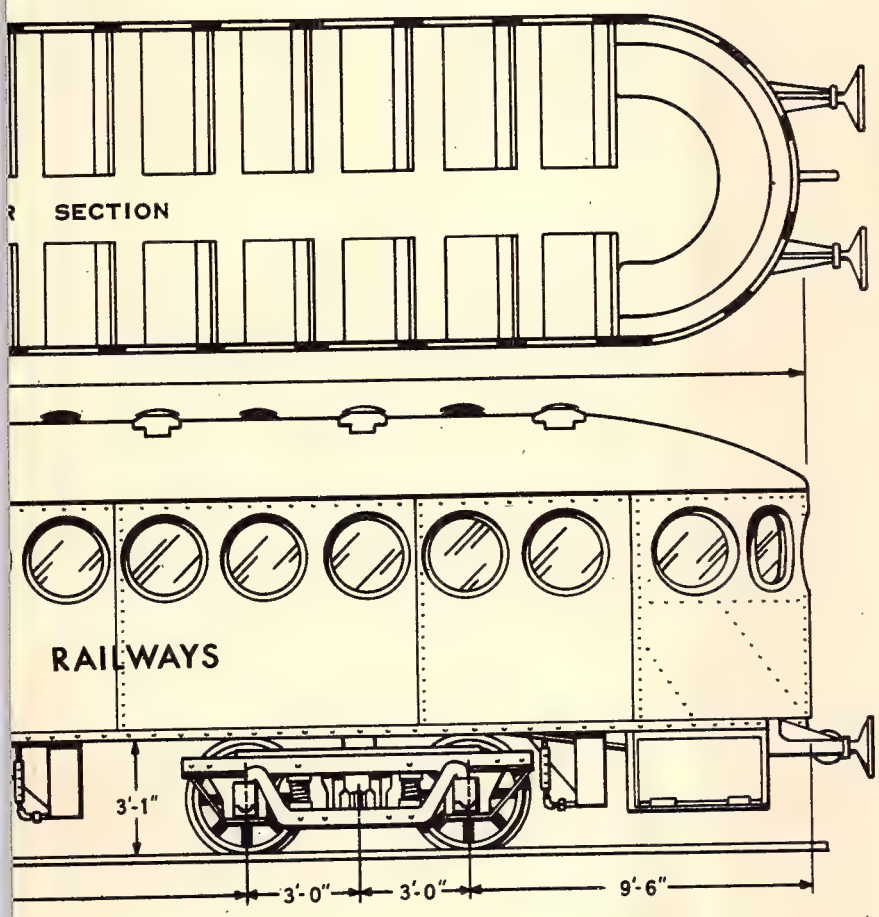
IN the early part of 1914 the McKeen Motor Car Co. of Omaha, Neb., built 5 30 ton, all steel gasoline motor cars for the Queensland Government Railways, Australia. While in general they conformed to the standard design and construction of McKeen cars, there were some features of special interest. They were built to operate on 3'6" narrow ga. track and the motor truck wheel base of 6 ft. allowed the cars to operate on the sharpest curves of city railways. The engine controls and engine room door were located on the left side. Passengers entered the cars using the center doors, which were so arranged that they could board the cars from the ground as well as from elevated platforms, a trap door being used as on Pullman equipment. Side type of buffers were furnished.

The engine consisted of six 10" x 12" cylinders with a rated capacity of 200 h.p. A silent chain drive transmitted power from the engine to the forward axle, and from axle to axle as shown in the plan drg. and photo. Each car had a seating capacity for 69 passengers, 55 in the main section and 14 in the smoker.

ADDITIONAL McKEEN CAR DATA HAS APPEARED IN RAILROAD MODEL CRAFTSMAN AS FOLLOWS:

March 1954 issue

August 1939 issue (not available)



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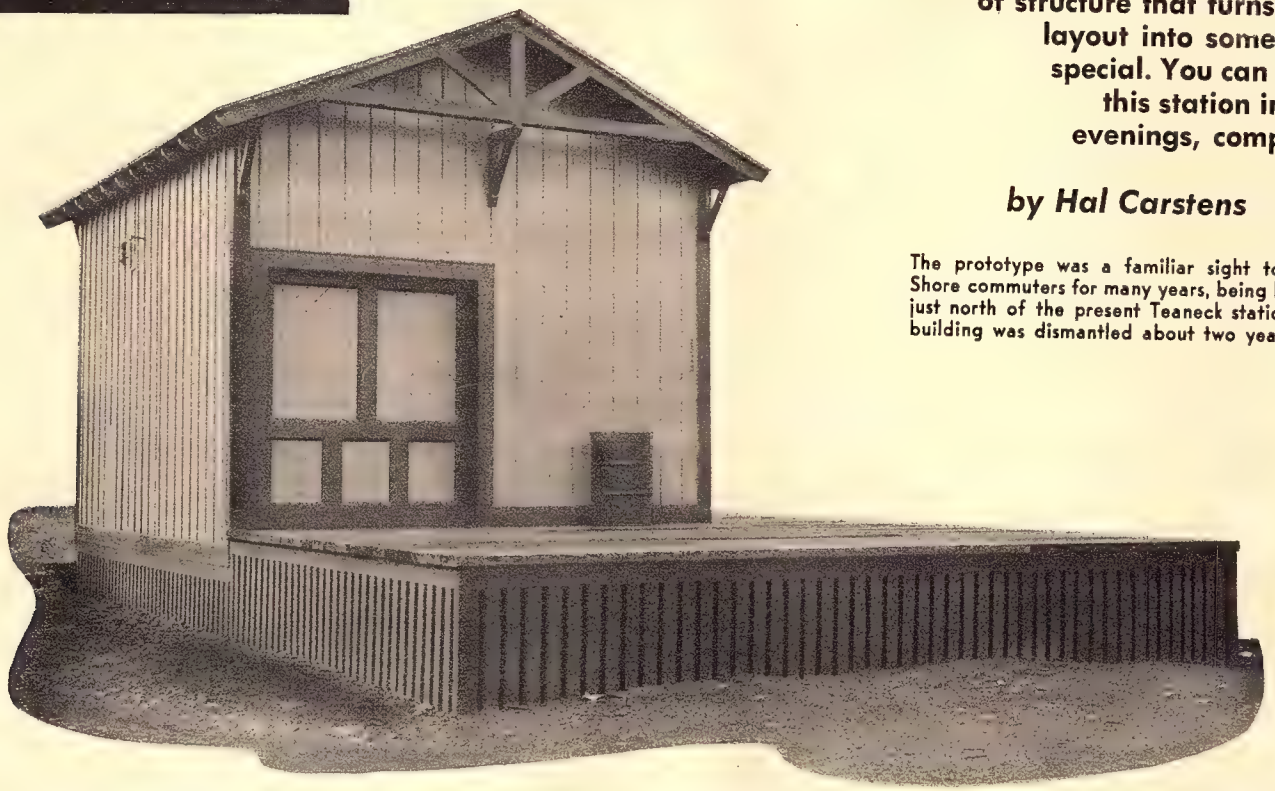
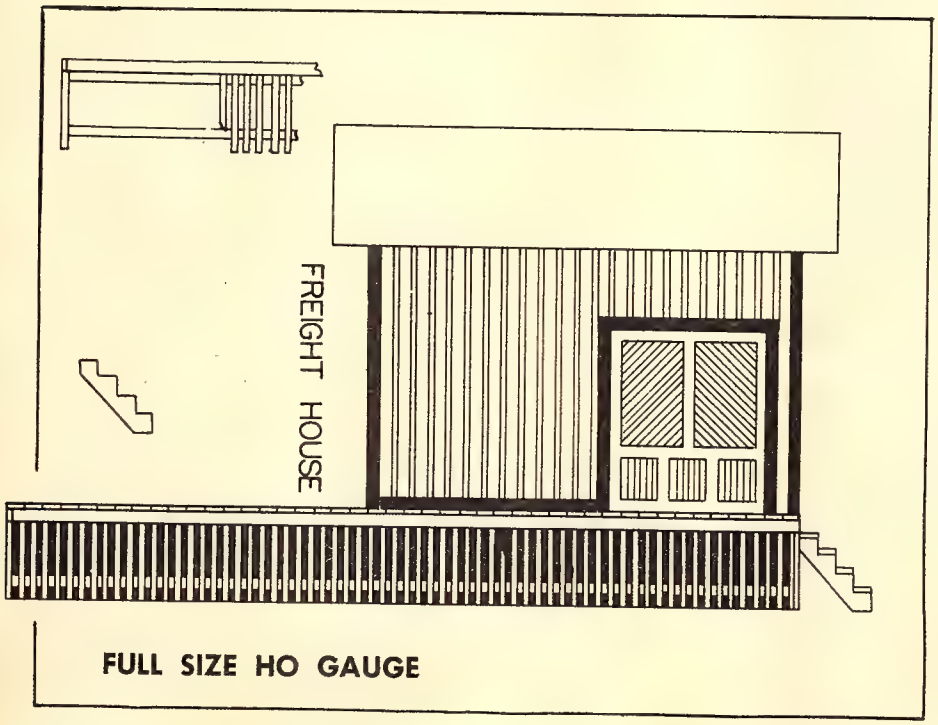
by Hal Carstens



The prototype was a familiar sight to West Shore commuters for many years, being located just north of the present Teaneck station. This building was dismantled about two years ago.

for that corner siding. . .

A Small Freight Station



ELSEWHERE in this issue is a description of how one model builder changed a barren corner on his layout into a simple, but highly effective and realistic double-barrelled revenue producer. By running a siding into this barren corner, the modeler was able to install a small oil unloading facility and also a small freight house, built from all color plans which appeared some time ago in RMC and which are currently available in Penn Craft's **HO Cutout Book** (No. 3).

Here is a somewhat smaller and older style freight house which may have even more appeal to many of our readers. Located at Teaneck, New Jersey, on the New York Central's River Division, it served the needs of the community for many years until finally torn down about two years ago. The New York Central now serves its LCL freight users by truck from a centrally located depot.

The choice of this small freight depot for a spot on your pike would be a happy one and you'll be able to build

the model in two easy evenings. Plans are presented full size for HO scale. Major full size dimensions are given for easy conversion of the plans to any other scale although we would recommend that modelers in other gauges have a low cost photostat made of the plans, enlarging or reducing them to fit your specific scale. It saves a lot of figuring and will eliminate chance for error, especially if you are new at this hobby and with model building in general.

A Cardboard Model

Our model was built of wood but some readers may still prefer cardboard. If you do, here are some hints. There are many kinds of cardboard and most of them are not satisfactory for long time model use, since cardboard is subject to warping if it gets damp. Visit any art supply house and get a piece of artist's illustration board; the type that is about 1/16" thick. Anything heavier will be too hard to cut. Anything thinner just won't stand up over a long period. One sheet should last for many, many projects so don't be alarmed at the cost. It'll be around a dollar.

Follow the plans closely, making the four sides of the building, the roof, slats, and so forth. Cut the illustration board with an X-acto modelers knife and our own preference has always been for the pointy No. 24 blade. The X-acto people make just about every shape blade that can be thought up (Jack, the Ripper would have had a field day if he'd had an X-acto set!) but we're contented with that old No. 24 at least for most uses.

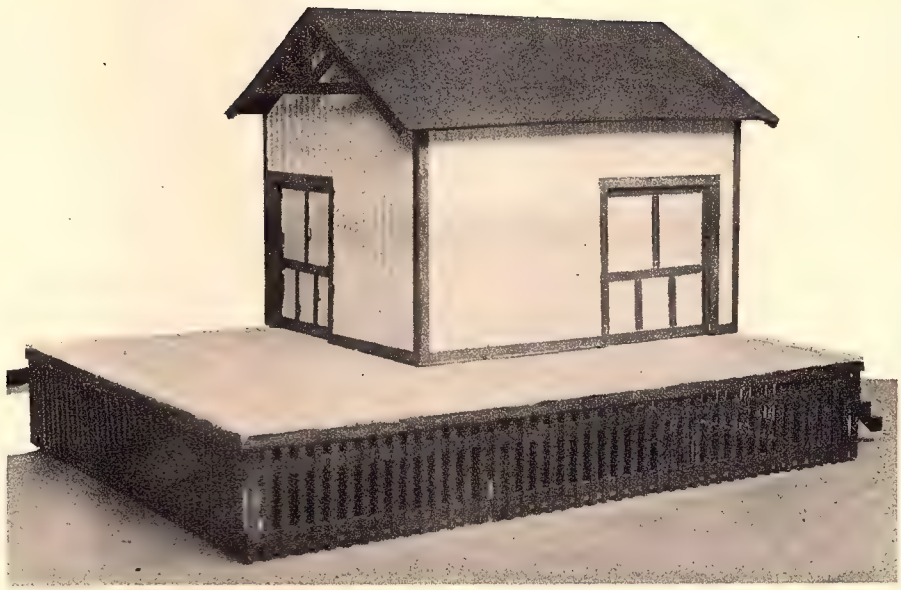
The oldstyle paneled sides are simulated pretty well by just scribing the boards every 1/8". Further details are described in the construction of the all wood model, which follows.

Using Sheet Wood

The very finest model can be built of this station by the use of precision cut sheetwood materials, and wood strips. These strips are available in many sizes, to suit all gauges, and are available from most hobby dealers, as well as directly from the manufacturer: Northeastern Scale Models.

For HO, start the model by making a base of 1/8" wood measuring 32½' by 23½'. In fact, make two of this piece: one for the base and another for the platform floor. At each corner, insert a 1/16" square post (make 4). These will be approximately ¼" long, but the exact height will vary depending upon the exact thickness of your base and floor. The final height overall should bring the model to boxcar floor level. Thin vertical slats are now cemented to the edges of the base and floor pieces, on all four sides, using 1/32" x 1/16" strips. Also cement, flush with the top deck around all four sides a strip 1/16" x 1/32". The top of the slats must be flush with the bottom edge of this strip.

Stairway construction is simple and a template of the two side pieces is given on these pages. Make two from

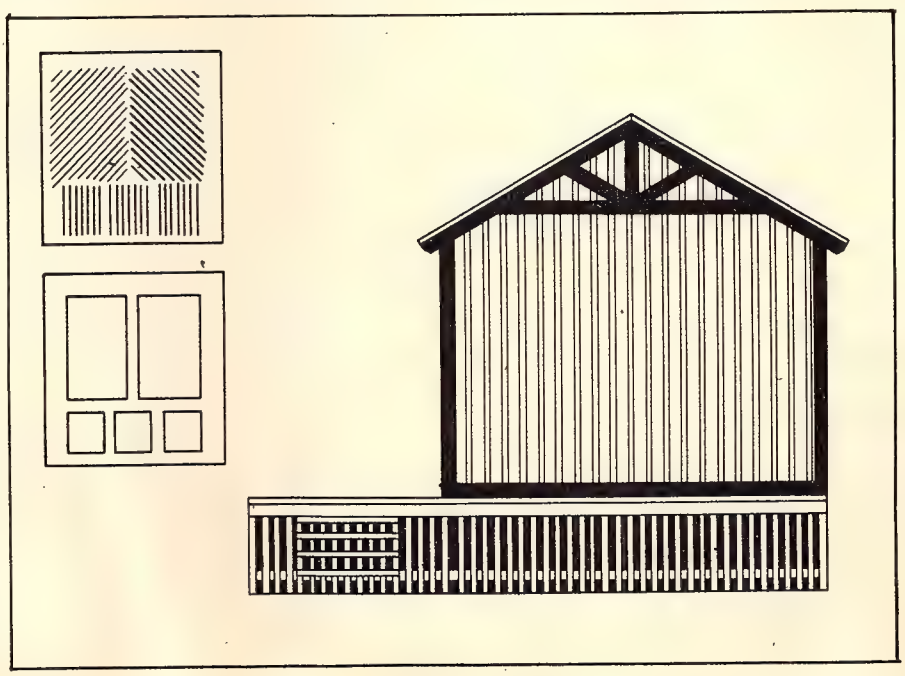


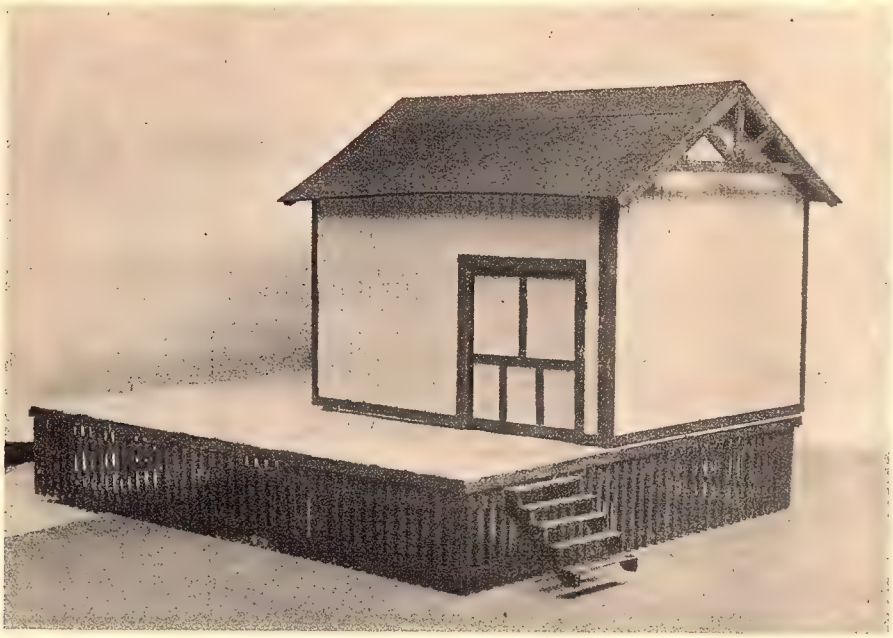
The individual slats look difficult but except for a little time, go on easily, and they make the model. The miniature was made from sheet wood and wood strips, including old type siding.

1/16" stripwood. The actual steps are strips of 1/32" x 3/32" stripwood. In all of this construction, use a top grade of fast drying model cement, even though it may cost a little more. It can mean the difference next year of having a fine model or a bunch of disassembled sticks.

On top of the freight platform, cement wood planking either from scribed 1/8" sheetwood 1/16" thick, or individual strips the same size. The freight station proper will then be cemented securely to this platform. To prevent warping of the freight house sides, a wooden base should be cemented inside the freight house or wood strips should be cemented and pinned to the floor of the platform, and the freight house in turn fitted over these strips.

Now the freight house itself. The prototype photos show that the real building actually dropped below the level of the platform on two sides, so that rain couldn't seep into the building and perhaps ruin freight stored inside. In the interests of easier model building, we skipped this bit and made the model on top of the platform. If you want to make your model the way the real one was built, alter your platform accordingly. Nobody has ever called us on our version.





Model, ready for installation. Spread area with plaster, lay station on top for second to allow plaster to take shape of station, then remove until plaster has dried. Station will then seem to be set into the ground, rather than just lying on top. Complete scene with figures, crates, etc.

As with cardboard construction, the house is made up of four walls. But its easier to use wood because the correct old time boards have already been cut into the siding. All you have to do is cut out the two doors (identical). You'll also have to trim away the raised strips on the wood siding wherever the heavy black lines are indicated on the plans. These lines indicate wood trim, 1/32" x 3/32". They overlap on the corners.

The doors could be made to slide, or to remain ajar, but we left ours closed. Door templates are given and this is one item that is perhaps best made from bristol or filing folder stock. Scribe as indicated. Pre-paint the doors and you'll have a neater model if you use two colors.

The roof can be wood or illustration board. The roof is covered with strips of fine sand paper either painted or india-inked black in color. This will resemble tar paper. Rafters were omitted in our model but do show in the prototype pictures so should be added. Make them from strips 1/16" x 3/32". Space them on 2' centers.

Freight stations in the old days went in a lot for scroll work and the ends of this building were no exception. We only included the roof supports without the wood inlay with scrolls. If you want to include the scroll, especially in HO, it's best to just fake it in with india ink.

Other detail on the prototype included rain gutters over the door facing the track, and electric insulators mounted on the side far from the track, with electric wires leading to a nearby pole. A crude wooden walk also leads away from the steps and is shown in the one photo.

New York Central structures are painted a very light grey-green and a dark green (coach or Pullman green is good) on the trim. We recommend painting the parts before assembly which will prevent smearing the darker color on the sides.

Placing The Model

The model is placed on a short siding having a bumper. This can be a plastic Snap-Track type, or even just a stack of old wooden ties, or a pile of dirt. The surrounding area is strewn with weeds, gravel, and a small amount of debris. Ties on the siding are barely visible above their dirt ballast. Don't even attempt to put new stone-grey ballast on the siding. Sidings just ain't hardly ever made that way. Limit your ballast to the main line.

Activity at the Teaneck station was at a complete standstill when we took the pictures, which is normal for a Sunday anyway. But note that there is a drum standing next to the one door.

A trip to your hobby dealer will turn up a number of suitable props for the deck: the station freight agent, handtruck, scales, crates and other pieces of freight including bicycles, tires, drums, barrels, cartons, pipe, large toys, and even a baby carriage or two. A delivery or two can be pulled up to the opposite side of the station.

Trackside view of the station shows its relation to the siding and surrounding terrain, with a simple wooden walk leading to nearby road.

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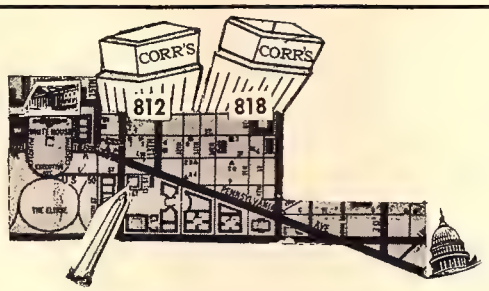

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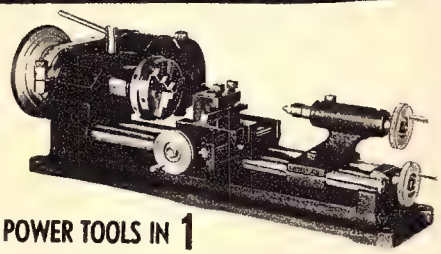

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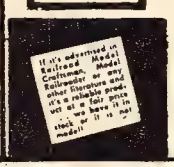
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Erie built three of these giant Triplex 2-8-8-8-2 types for pusher service in eastern Pennsylvania. Slow and powerful, their reign lasted only a short 13 years. Most famous of the series was the Matt Shay.

Erie Railroad Photo

2-8-8-8-2 TRIPLEX

by Bill Schopp

HIGH on the wish-list of every model rail is a Triplex articulated steam locomotive such as once used on the Erie and Virginian Railroads in pusher service. To buy parts and build one or to have one built would be expensive, but as the author shows, careful attention to your scrap box over a period of years will let you have such a monster at minimum expense with the hardest work being the construction of the boiler as detailed in the article. Engine as constructed by Bill will take 22" radius curves, and if center drivers of each engine were blind, would undoubtedly take 18" radius.

WHEN your wife or mother gives you the business about all that junk you are accumulating, or when your pigeon-hole minded friends razz you about the bottomless junk-box you are constantly adding to, point to Schopp's Triplex (2-8-8-8-2) as a prime reason for saving "all that junk." I have not figured the exact cash cost of my Triplex, but estimate it at between twenty-five and fifty dollars — about the cost of a good quality engine kit for something smaller—expended over a period of years so that it hardly hurt at all.

How? The three mechanisms of the Triplex are based on old John English mikados which have been off the market for a number of years. They were not very well designed engines when casually built, and seemed to lack detail, although expertly assembled and fixed up ran well and there are plenty of them in service today. However, plenty of them were messed up so that they could be traded or bought from their disgusted owners for little more than a song, "as-is" of course. In non-running condition, less valve gear but with tender, I doubt if anyone would give as much as ten dollars for such an engine. Indeed, even fixed up they give me qualms about selling them for a little more than that! Over a period of years I have been saving the English mikados that needed the most work for just this Triplex, until just recently I obtained the final one needed. You see the frames of the Triplex, along with drivers and cylinders, are based on these mikado frames cut down: cut off both ends of the center engine, cut off the rear extension for the front engine, and cut off the front and extend the rear for the back engine.

Should you not want to wait three or four years to accumulate three "out of print" English mikados, you can also use Penn-Line consolidation mechanisms which of course would require more of an outlay of cash. These are the only mechanisms and frames that can be used since the drive is to the second axle, placing the motor ahead of the rear wheels. Unfortunately the Penn-Line or Mantua mikado mechanisms cannot be used since the large motor sits out over the trailing truck, where it just could not be on the center and rear engines of the Triplex, the only ones that are powered. Both the P-L consol and the English mikado

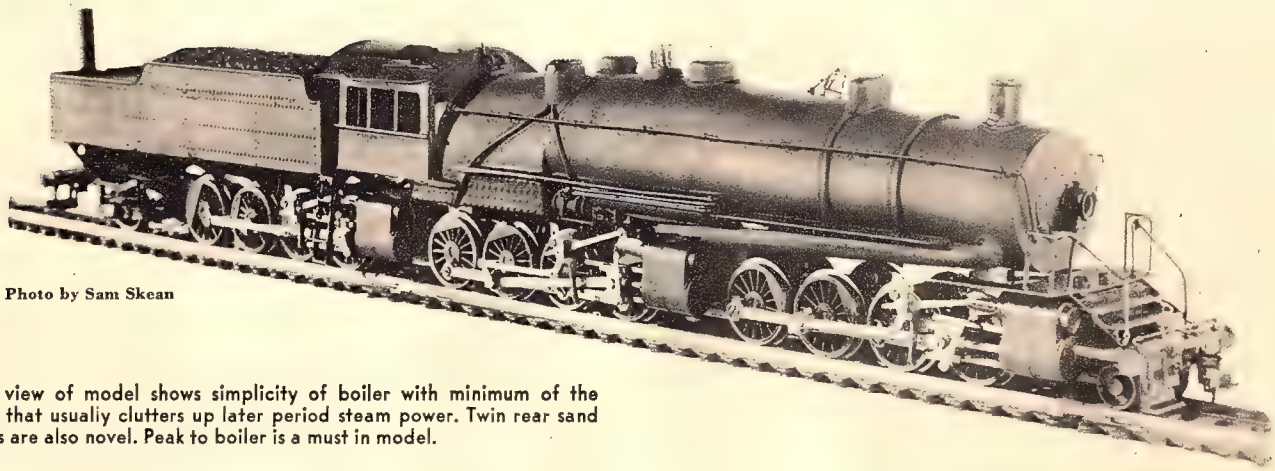
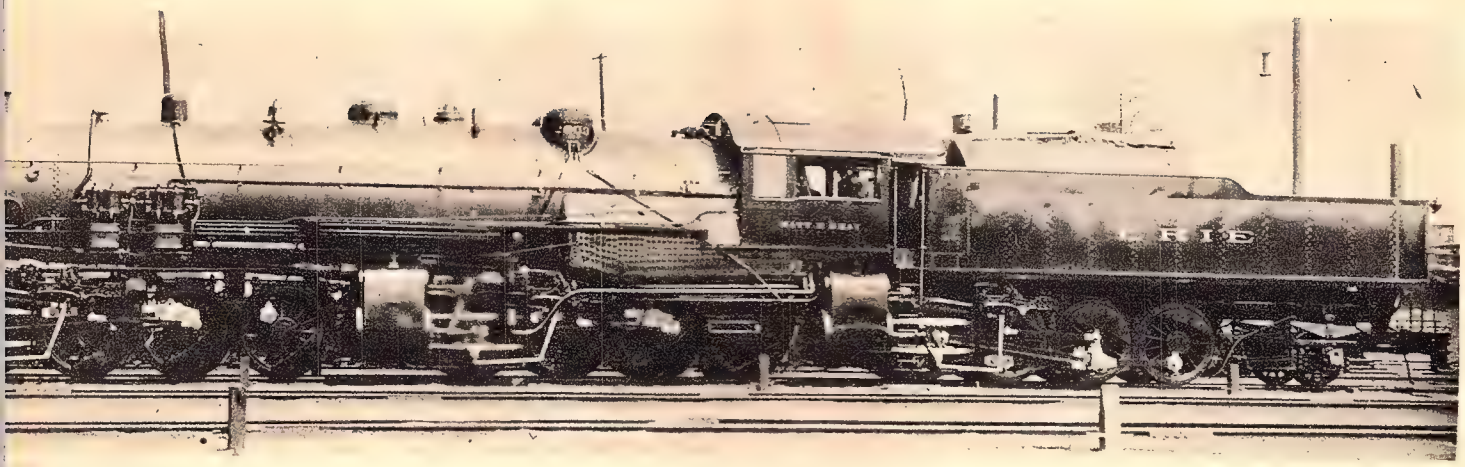


Photo by Sam Skean

Front view of model shows simplicity of boiler with minimum of the detail that usually clutters up later period steam power. Twin rear sand domes are also novel. Peak to boiler is a must in model.



Here's how you can build one of the greatest steam locomotives of all time: the famous Matt Shay 2-8-8-8-2 Triplex, built for heavy Erie pusher service. Model cost author less than $30 to build, using many parts salvaged from other locos. Only normal hobbyist tools used.

have DC-60 motors, which in a way is an advantage since it does give a chance for the side-rods of the various engines to get out of synchronism just like prototype articulateds, and unlike model articulateds driven by a single motor.

Get all three mechanisms with rods mounted, then with cylinders and main rods mounted running freely. Finally mount motors on the last two and keep on testing. I show in the drawing how the frames are cut off and to what extent the back one is extended (by affixing a pilot cut from itself!). Cylinders should have their valve chambers drilled for the valve rods, should have the steam pipes cut off, and should be mounted by a pair of 2-56 flat head screws up through the frame ahead of the original central mounting hole. The front and rear cylinders should also have their saddles cut off flush. On the rear engine the insulated drivers should be on the right side instead of the left as on the front two engines. The grounded brush on rear engine will likewise be on the other (the left) side so it will run the same way as the center motor. Two wires must connect motors of the second and third engines, and I have run a wire up ahead to attach the headlight lead. Originally I had a motor on the front engine, but found that it just would not take 22" radius curves with a motor in place. I think it is a good idea to cut out for a third motor in case you ever want to put it in. The cut-out also gives better access to the interior of the boiler for attaching fittings and for headlight wiring.

The front two engines are coupled by a 1/16" brass drawbar, while the second and third are coupled with a bakelite drawbar. It was necessary to bevel the front edge of the rear cylinders to clear the extended part of the second engine's motor.

A test of the three mechanisms is in order at this point. Your biggest trouble probably will be dragging of the wheels at intervals by the front engine. Also, if you are using English mike mechanisms you will doubtless find the motor coming loose from time to time, which necessitates removing the retainer plate to get access to the motor mounting screw, a horrible idea. To correct this, I made new retainer plates from 1/16" brass in which I cut a special hole, between the two screw holes farthest back, so I could reach in with a screwdriver to tighten the mounting screw.

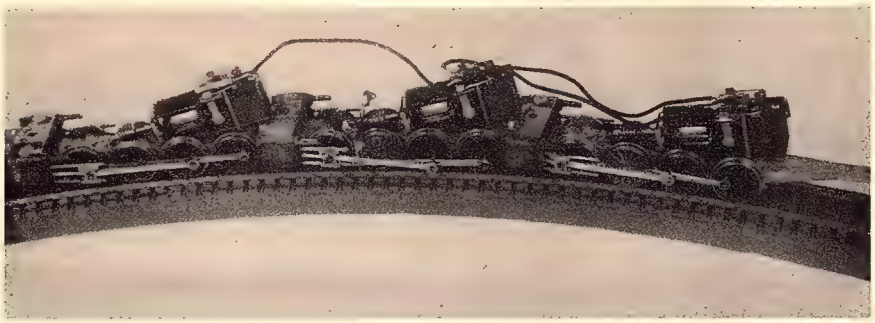
The valve gear, which is not installed until the engine has been otherwise completed, can be Central Valley Yardbird valve gear with the exception that the eccentric rod must be replaced with one 15/16" long, namely Varney part No. 1825. I had to cut off the inner valve guide of each cylinder and bend the outer valve guide out a little. Also on the front engine I had to prune the top of the reverse link to keep it from snagging on the steam pipes on sharp curves (22"). Notice that the "ears" of the valve gear hangers should point to the rear. Actually the prototype had a form of Baker valve gear but not only did I not want to invest in three sets of this, but also it would have been difficult to mount owing to the gear being on the second axle.

In making the boiler, I hit on a good way to make a tapered boiler from brass tubing only, still keeping the bottom flat as most boilers are. The ingredients are pieces of telescopic brass tubing (with .030" walls incidentally) obtainable from brass supply houses or from Special Shapes. The smokebox is 1 1/8" diameter tubing. Inside this is a piece of 1/16" diameter tubing which extends back a little farther to give a ledge for the boiler to be anchored to, using either solder or optical screws.

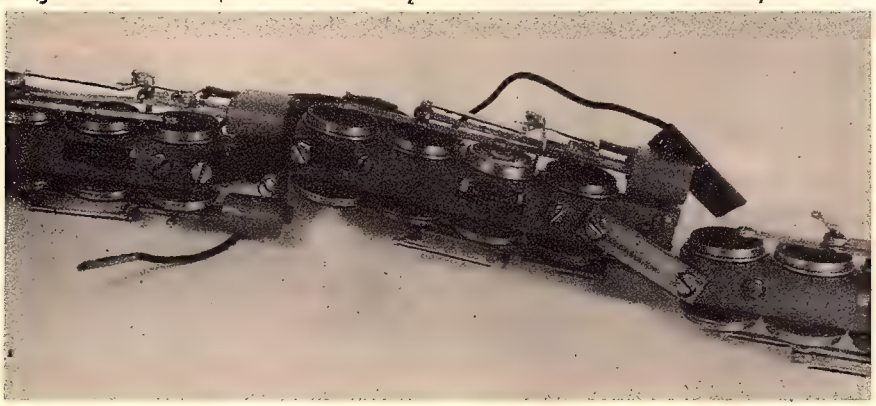
The test of the boiler is made from a piece of 1 1/4" o.d. brass tubing from the same source. A pie shaped piece is cut from the **top** of both front and back parts to make the taper. The width of the wire end of the piece is determined by multiplying the difference in diameters by 3.14. So the width of the cut-out is .4" or even 3/8" if you wish. After the two cut-outs have been made along the same line, anneal the brass tubing over the gas stove or with a torch. Insert a piece of 1 3/16" tubing into what will be the short straight section to give rigidity and more bite for the mounting screws, then squeeze in the ends until the tops meet. Solder together along the top. The front end is held in shape by the extension of the smokebox while the back end can be held in shape by an inserted ring of 1 5/16" tubing held in with optical screws and solder. There can be no backhead since the motor extends through. Solder this boiler to the smokebox. Slit bottom of firebox and bend out somewhat. Mount boiler on center engine by single 4-40 mounting screw up through cylinders so you can determine how much firebox needs to be pruned.

Since rear of boiler or cab (which is made from sheet brass cut out with a jewelers saw) cannot be mounted in normal fashion, the only other point of attachment will be a 4-40 screw up thru the frame and a piece of tubing as a spacer into another hole in the bottom of the boiler.

Notice that no lengths have been given for boiler parts. Depending on whether you use English or Penn-Line or some other mechanisms, determine boiler length and fittings locations by reference to the axles—which is why stack, dome, etc., center lines are extended down to the bottom of the drawing. A Kemtron arc headlight is drilled for a piece of 3/16" brass tubing which is forced in, then put through a hole in the smokebox front and run to the front of the opening for the phantom front motor. Then a GOW headlight can be inserted and slid out from



Thorough testing of the three engines is a must if your Triplex is to run well. Front motor had to be left off of author's model to permit negotiating 22" radius curves, which it does easily.



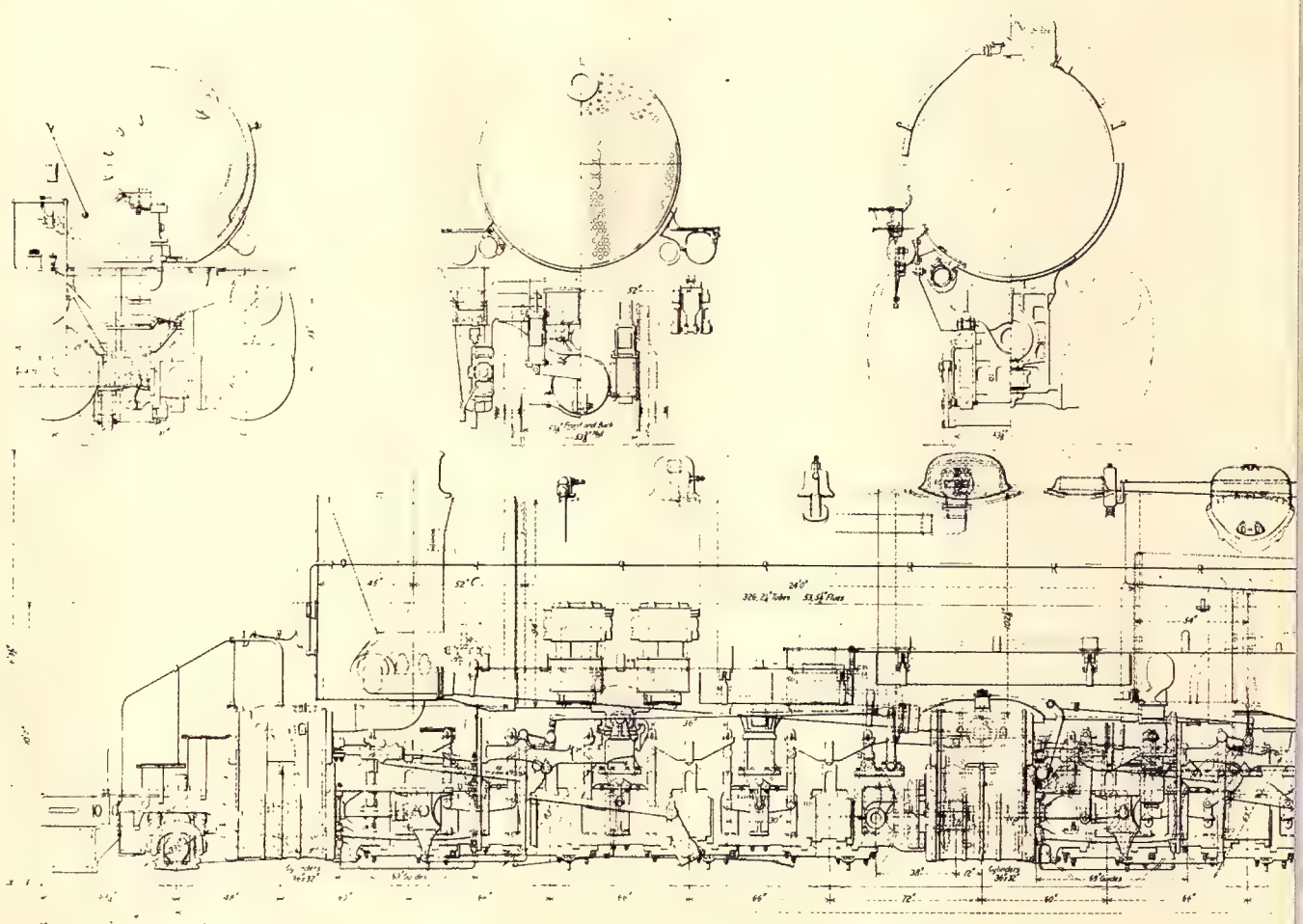
Drawbar between two front engines is brass, between last two, plastic. Note new access opening to motor mounting screw in center engine. Twin flat head 2-56 screws hold cylinder blocks.

the inside, rather than having to unsolder the leads when you want to remove the superstructure.

The stack is a standard Budd stack with rivets filed off. Front sand dome is filed or sawed up from ¼" x ½" metal—first cut the end semi-circles, then the arc of the bottom, then round the top edges. Solder it on to a doily of metal extending about 1/16" all around, then attach to boiler with a screw from underneath. Bell is a Kemtron offset bell casting. Pop valves and steam dome are Budd except that former has side shields cut away to expose the pops. The rear sand domes are side-saddle and a mess to make. You use ⅜" brass rod or tubing filled with solder and cut the curve by trial and error. Round the top edges and mount each on a metal doily as above and attach by screws diagonally from inside. Cut off and file smooth excess screw length.

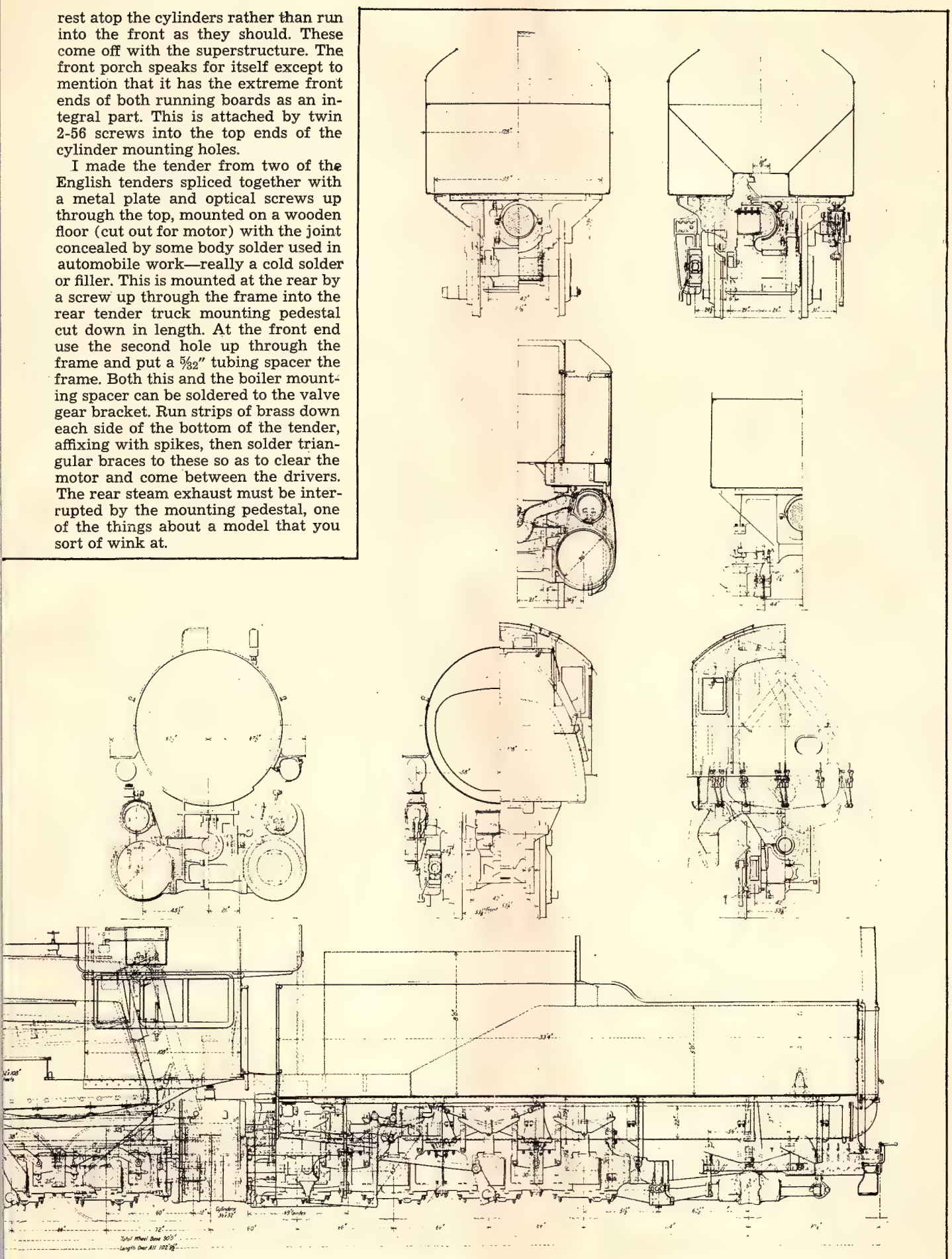
I'm not going into full detail because I figure by the time you have the nerve to tackle such an engine you can figure how to make the cab, mount running boards, piping, airtank, handrails, etc. The steam pipes are made from 5/32" brass tubing curved at front end (by nicking inside of curve) and thrust into holes in smokebox and soldered underneath. The back ends thereof

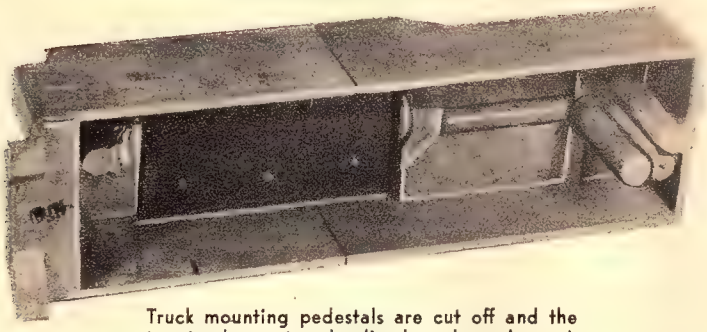
Plans courtesy Simmons Boardman Publishing Corp.



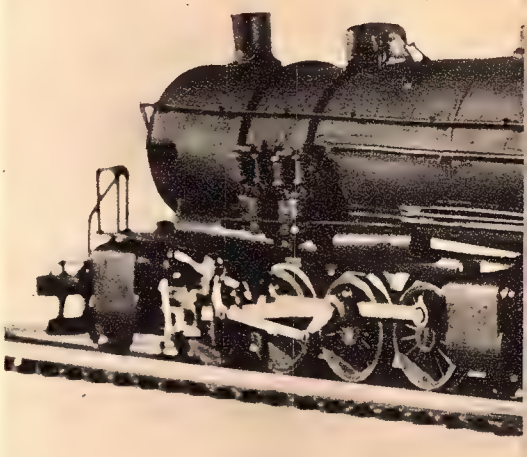
rest atop the cylinders rather than run into the front as they should. These come off with the superstructure. The front porch speaks for itself except to mention that it has the extreme front ends of both running boards as an integral part. This is attached by twin 2-56 screws into the top ends of the cylinder mounting holes.

I made the tender from two of the English tenders spliced together with a metal plate and optical screws up through the top, mounted on a wooden floor (cut out for motor) with the joint concealed by some body solder used in automobile work—really a cold solder or filler. This is mounted at the rear by a screw up through the frame into the rear tender truck mounting pedestal cut down in length. At the front end use the second hole up through the frame and put a 5/32" tubing spacer the frame. Both this and the boiler mounting spacer can be soldered to the valve gear bracket. Run strips of brass down each side of the bottom of the tender, affixing with spikes, then solder triangular braces to these so as to clear the motor and come between the drivers. The rear steam exhaust must be interrupted by the mounting pedestal, one of the things about a model that you sort of wink at.

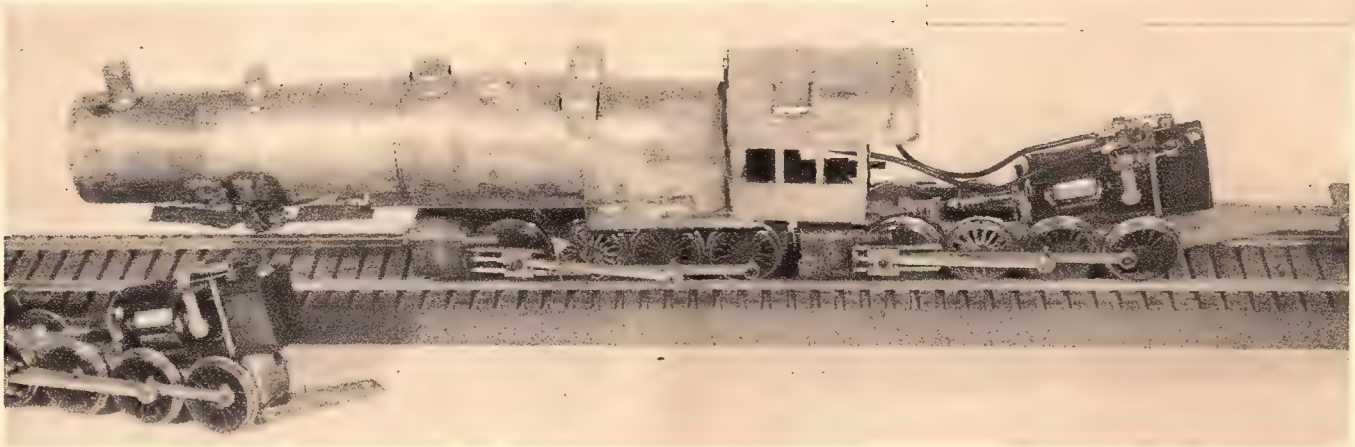


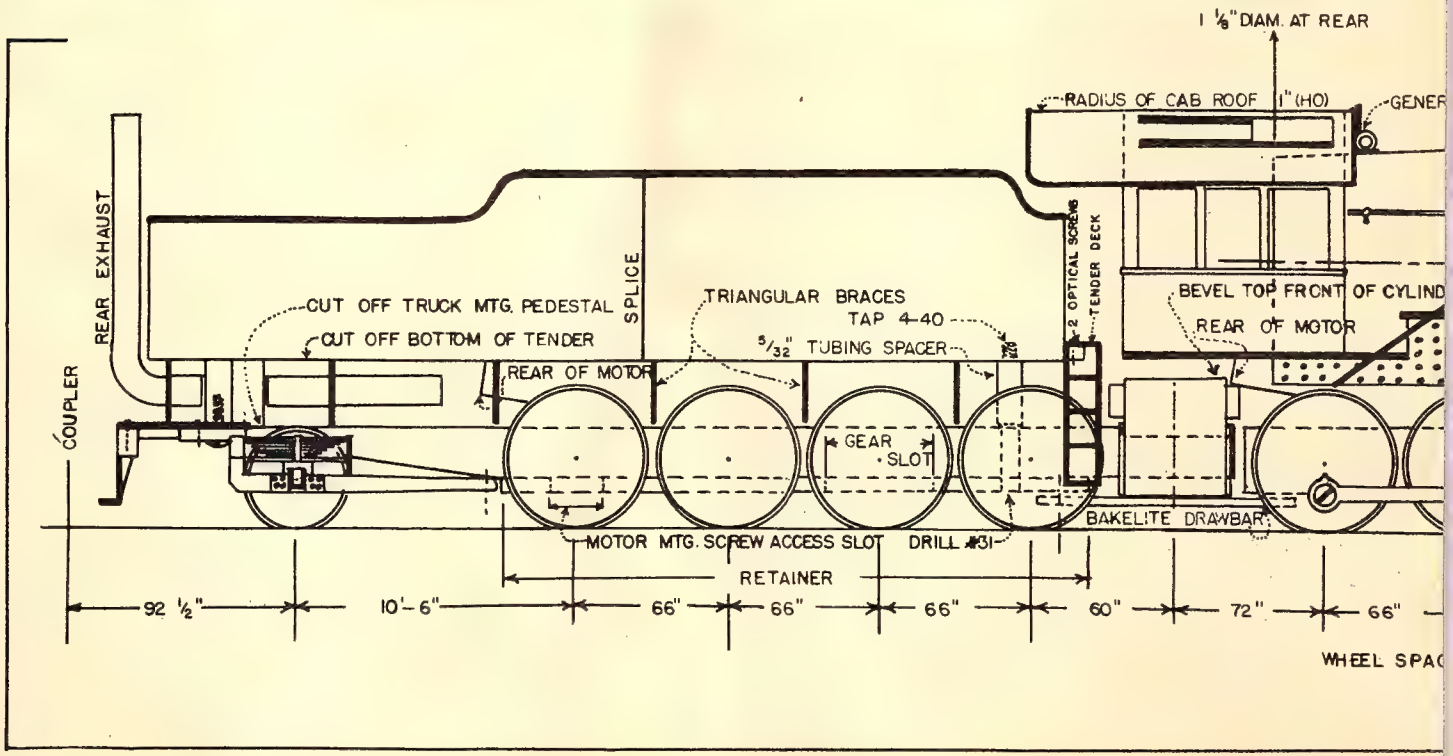


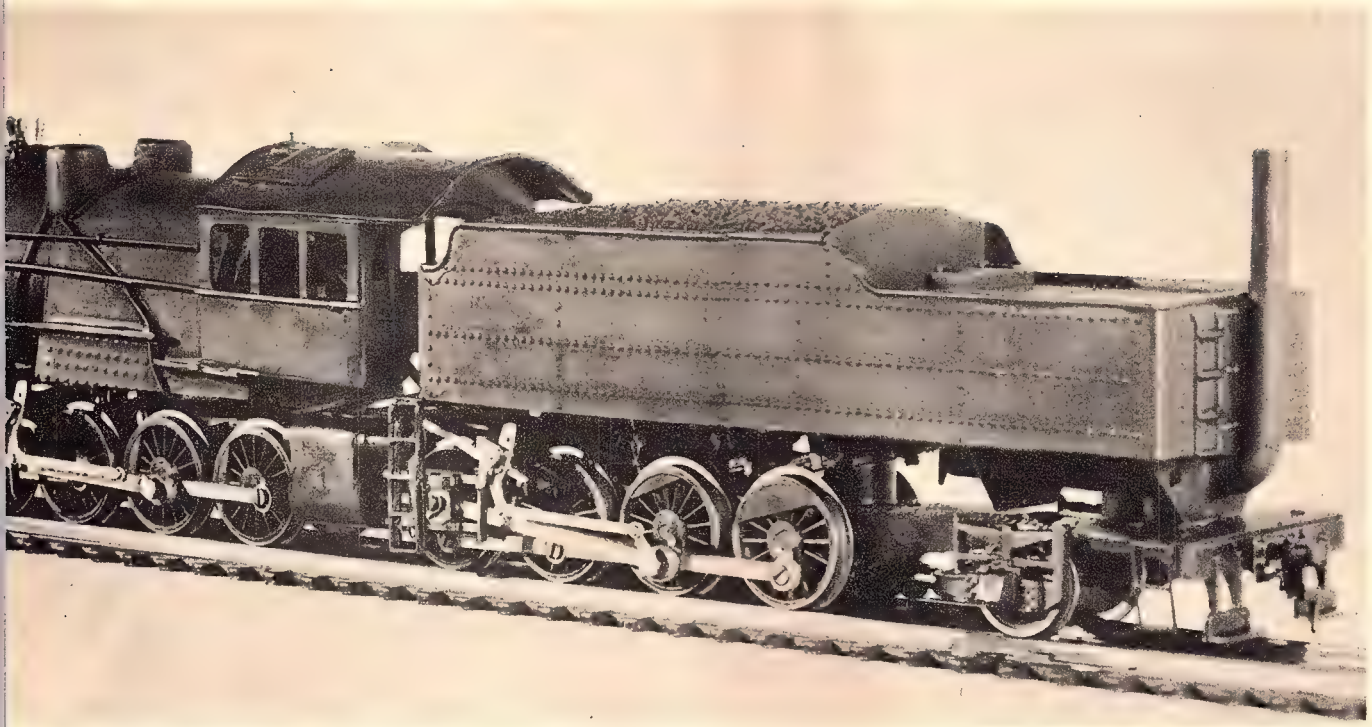
Truck mounting pedestals are cut off and the two tenders cut and spliced as shown here. A wood floor piece is added with cutout to clear DC-60 motor. Two mounting holes are added.



Triplex during testing stage minus valve gear, hand rail, tender shell, and other details. Test thoroughly before painting the superstructure and tender, although wheels and frame may be painted beforehand. Walschaert valve gear was used on the model, rather than Baker, to simplify construction and cut down on locomotive cost. It looks good.



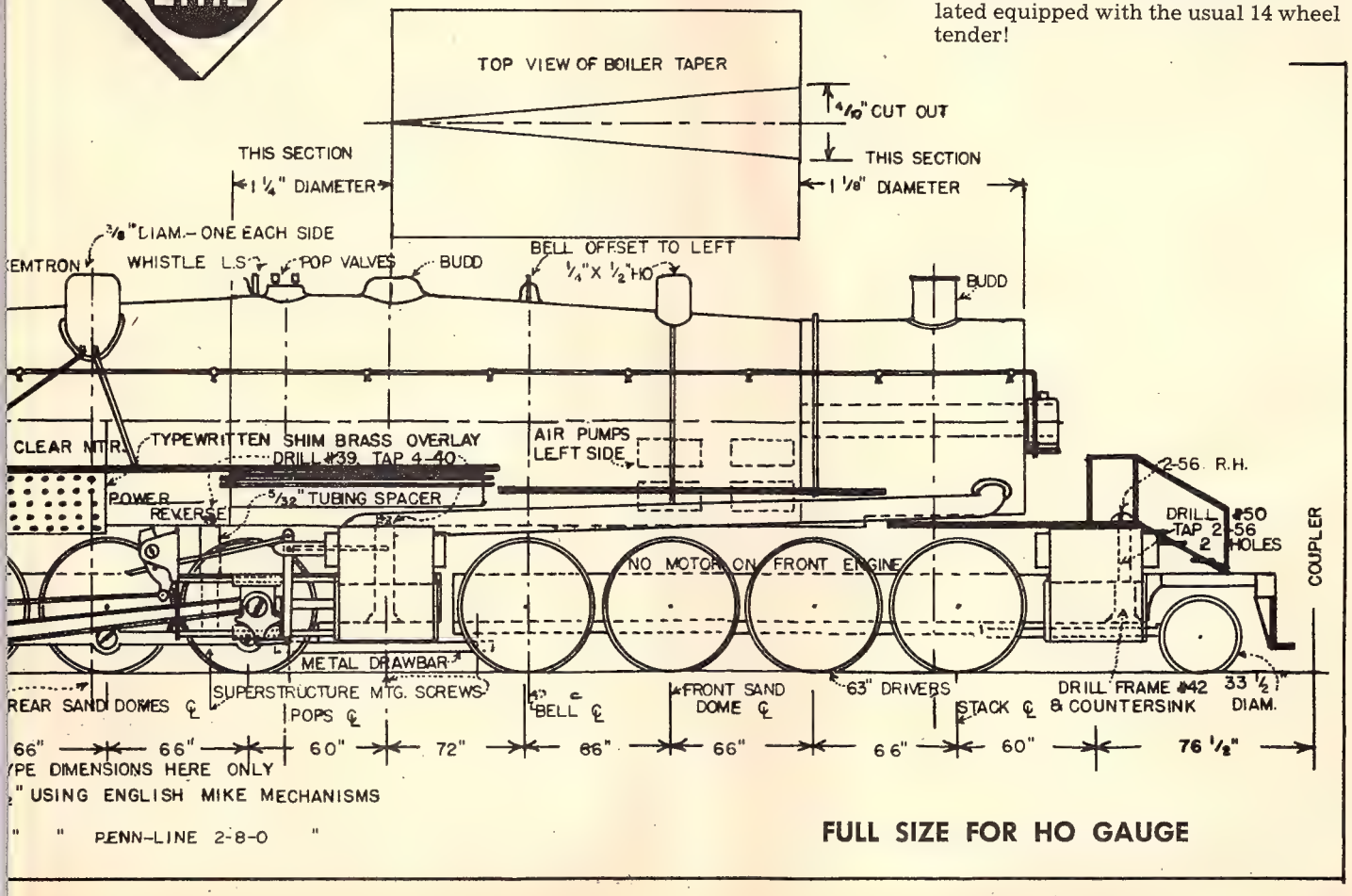




Tender splice is invisible in this photo. The trailing truck is from a Bowser Pacific. Pilot from rear engine has been cut off and attached to the rear to extend frame. Rear engine and rest of locomotive must have no uninsulated contact since tender picks up as in all steamers.

The trailing truck is from a Bowser Pacific. The lead truck is from one of the original English mikados.

Start saving parts, fellows, and maybe in a few years when you have them all you will have the nerve to start on this behemoth which, **at that** is three inches shorter than a Bowser articulated equipped with the usual 14 wheel tender!



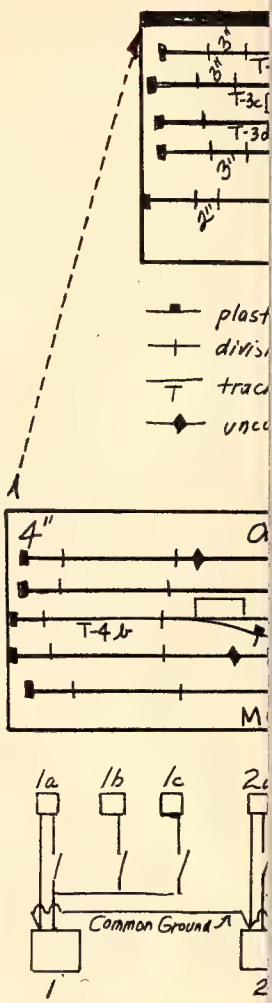
The CLEAVER

One of the easiest ways to expand the square type of layout is to extend a narrow ledge out along one available corner, and frequently the modeler has such a space available.

HOPEWELL JUNCTION RAILWAY

ENGINEERING DEPARTMENT

RMC Track Map Design Section



THE cleaver is the name of an instrument that many a model rail would, for one bitter moment, like to use on his currently unfavorite engine, car, switch, or whole layout. The mood passes of course with the conquering of the trouble or by shunting it aside to seek better advice. It was after one such mood with my own model rail-roading activities that I decided to name this particular pike "The Cleaver," noting its resemblance to same. Actually the design was made to help out a friend of mine who has a very smooth running and neat Snap-Track layout on a five by six foot table. It was in many respects similar to the double tracked portion of The Cleaver, except that the crossovers are located differently and the center of the twin ovals was partially filled with yard and siding tracks.

Owing to the location of walls and doors, the only space he had for expansion, which was much desired, was to the left, in a space over his wife's washing machine. Fortunately this would come at a high enough level to clear the machine and be out of harm's way. My suggestion, as developed here, was for a shelf over the washer area to be worked up into yards. Let's see how it works out. Hope the wife does not use "the cleaver" on me!

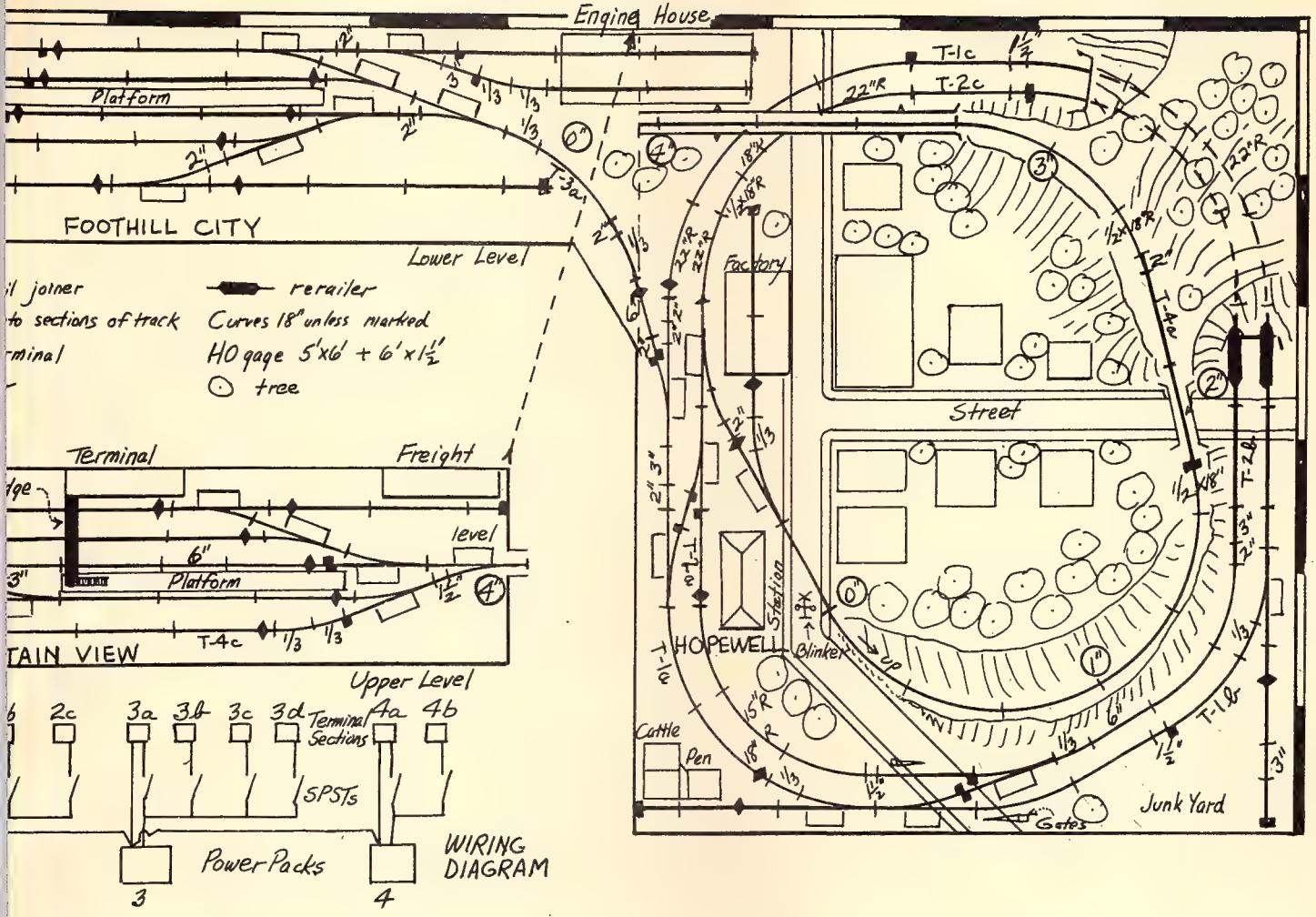
The Cleaver would be begun with the original five by six foot table and a double track oval there-on, worked out somewhat as shown, with two crossovers. The top of the outer track has 22" radius, whereas the bottom has 18". However if the inner oval could be made all 15" radius, then the outer could be made all 18". Similarly if the outer could be kept at all 22", then the inner could be made 18" minimum with a section of 22" R "spiralling" the beginning and ending of the curves. The city scenery could be pretty well worked up at this stage if the spur running back of Hopewell station were laid across the road crossing. Even the mountain and tunnel in upper right corner could be roughed in.

Parenthetically I would say that a table five feet wide is far from ideal, since, with the top and right sides against walls as here, the back and particularly the corner are hard to reach. Consequently the tracks back there should be well worked in before any scenery is added. Of course no switches should be located in the inaccessible parts of the table.

The second step in building The Cleaver would be to erect, at the main table's level, an extension to the left, 18" wide and six or more feet long as space permits. On this a yard could be worked out along the lines drawn. Notice that it has become necessary to stagger the switch in the outer track to the yard and the switch in the inner oval running back of Hopewell station in order to keep the switch motor housings from fouling each other. At one preliminary stage in the designing of this pike I had a pair of 30° crossings over the main line in this area, but gave them up in preference to this arrangement. With more length to the five by six foot panel, you might like to think about that again.

Notice that in the yards, which I call Foothill City, there is no escape crossover. Trains either back in; or head in, pull the engine up to one of the holding sections 3-b, 3-c or 3-d, while a switcher comes from one of the other holding sections to shove the train into another unoccupied track and let the road engine escape. Alternately a train which has headed in could back out to the outer track between the crossovers and there have its engine run around the track and **back** it into a yard track.

The third stage of The Cleaver would be to continue the track behind Hopewell station up a rather steep grade of 1" in 27", almost 4%, across the street, along the edge of the mountain, then across a long bridge to the high level terminal of Mountain View. This is located directly above Foothill



City (which of course is not scenicked to any extent since it will be covered so far as casual viewing is concerned). The Mountain View table, also 18" wide and six or more feet long, should be made removable **in toto,** as drawn in the removed position. This will enable maintenance and repair work to be done on the tracks and switches in Foothill City yards.

Mountain View terminal **does** have an escape crossover since it is too far to back down to the run-around facilities between the cross-overs on the main line. Of course to save switches, the same procedure of cutting off the road engine and having a switcher move the train to another track could be followed as at Foothill City if you wished.

On the electrical end, four power packs will be needed for best operation. Power pack No. 1 will feed sections, 1-a, 1-b, 1-c, which are three segments of the outer main line. The wiring diagram shows how the inner rail is continuous and need be fed at only one place, but the outer rail is broken in three places and is fed via three SPST toggle switches. Inner main line is similarly divided and controlled. The lower level terminal, Foothill City, is divided into six sections, 3-a being the throat and some tracks, 3-b, 3-c, and 3-d being holding tracks for engines uncoupled from trains and pulled up to await the switcher removing the cars. Sections 3-e and 3-f are enginehouse tracks. These two are not indicated on the wiring diagram but would of course be fed through SPST switches just as the mainline sections. The upper terminal of Mountain View would have two sections, 4-a the lead and throat and most of the body tracks, while 4-b would be the pull-up track to the escape crossover.

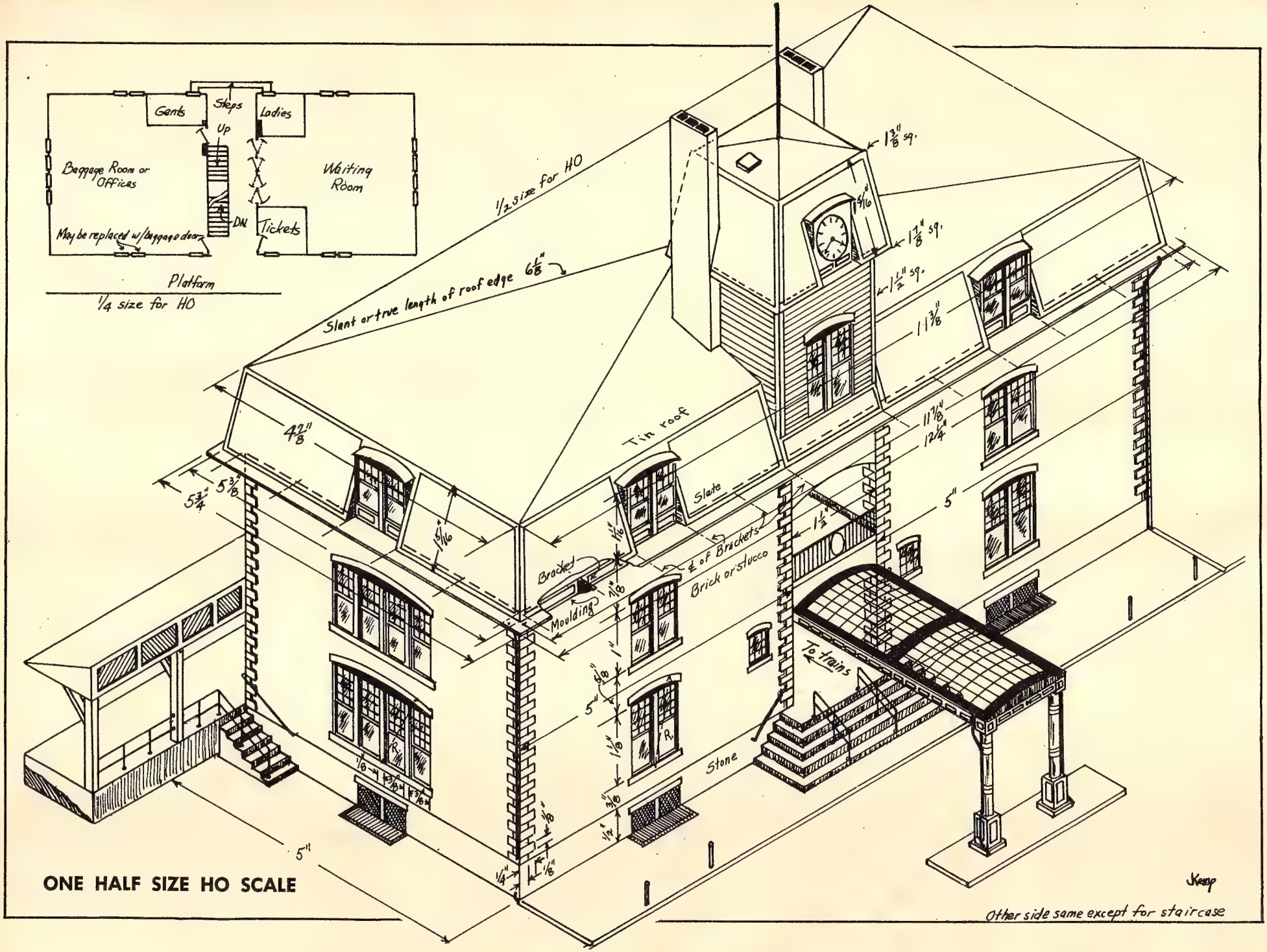
For economy sake as many as you want or even **all** of the sections just mentioned could be run to one or two power packs, but then the flexibility would be lost and you could run on the entire layout only as many trains under separate control as there are power packs.

Notice the common ground between the power packs, between their terminals which lead to the undivided rails of each main control section—the inner rails of the ovals, the top rails of the two terminals.

Two trains could be run at one time on the double track main line, right from the beginning. When the Foothill City yard is added, another train could be switching there, although the lead to the yard is a bit short to hold many cars at a time without fouling the outer main line. (In some situations this could be made longer). And of course a fourth train could be switching around the upper yard at Mountain View.

A more reasonable scheme of operation would be to have one train circling either main line, while another one comes out of Foothill City, circles the outer main line a few times, crosses over at bottom to the inner main line, circles that, then cuts off at Hopewell to climb to the other terminal at Mountain View. While this main line circling was going on, of course the other train would have to be held on one of the sections of **its** line until the coast was clear. Once a train has come from either terminal and started to circle the main line, the train that is out there could be brought into the terminal it is headed for.

No engine turning facilities are provided since it is anticipated that on this line diesels will be the principle motive power. You could have a turntable approximately where the words "lower level" are, by widening the extension somewhat at that point. You could also extend one or more of the yard tracks at either level to a turntable located off to the left if there were room. Alternately, but with some slight track revisions, one or both of the engine house tracks could be wyed into the outer main line near feeder 1-c.


Gents
Steps
Up
Ladies
Baggage Room or Offices
Waiting Room
DN
Tickets
May be replaced w/baggage door
Platform
1/4 size for HO
1/2 size for HO
Slant or true length of roof edge 6 4/8"
Tin roof
Slate
Brick or stucco
Bracket
Moulding
To trains
Stone
ONE HALF SIZE HO SCALE
Other side same except for staircase

COLUMBIA

STATION - 1875

by John Kemp

HERE is a railroad building built back in the 19th Century which could still be in use today as the main station of a small railroad, or a major station on a larger line. You can build it or something close to it for your own railroad. Dimensions are given in inches, but are **suitable** for 3.5 mm. scale HO gage. For O gage, dimensions may be doubled resulting in a slightly oversize and hefty building really suitable for close to the tracks.

The interlocking stone corners make the building of a model easy since they will cover up the corner joints that otherwise would require careful treatment to make them presentable. The sides themselves can be cardboard, representing either brick or stucco. If brick is desired, try to get brick cardboard from your hobby shop since it saves the time and trouble necessary to cover plain cardboard with building paper. Several makes are available. If you don't want brick, then stucco may be represented by shiny surfaced cardboard sold by stationary stores for poster making. I believe the technical name is "railroad board," quite appropriate. It comes in many colors, so that you can doubtless save the need for painting your stucco sides.

Mark and cut out six sides, overcutting the window openings a little so the pieces flick out without fuzzy corners. The fifth and sixth sides are accounted for by the inner walls facing the "breezeways" on the first and second floors through the center of the building (wonder what they were called in 1875?). The floor plan indicates doors opening into these passages, but on the model, doors may be omitted, likewise stairs, and the walls left plain unless you want to go to the trouble. Note that the sides extend up to the top of the second floor and that the mansard roof windows extend above that line.

Second layers of appropriate color are cemented behind all window openings, and when these have set, the window frames and dividing pillars are cut out. Third layers are then cemented behind these, and when they have dried, window sash and meeting rails are cut out. The fourth layer is clear plastic on which the smaller sashes have been drawn with a ruling pen and white poster paint. The fifth layer, if desired, can be colored window shades or shutters. Exterior shutters, each ½ the width of one sash may be affixed if desired, too.

When the six walls have been cemented together at the corners on a cardboard or masonite base, the interlocking stone corners, cut and folded from filing folder stock, may be cemented on to cover the corners. Make the front staircase from various sizes ⅛" thick stripwood, likewise the passage through to the trains and the second floor passage.

The entire building is then given a flat "roof" of cardboard 5¾" x 12¼" which is cut out enough to allow the third flood windows to come up. The parts of the mansard roof are then cut out of cardboard, covered with slate building paper, and cemented in place. Enough dimensions are given to make these. The borders on these serve to cover up the joints. Although apparently each side is in one piece, the borders are made as follows: corner pieces, folded from poster cardboard, to cover joints; window bordering pieces used to cover joints between dormer casings and roof; and finally top and bottom pieces which are cut to fit and cemented on. Dormer roofs come last.

The plan shows one design of moulding under the roof which is easy to model from two layers of cardboard. Don't forget the brackets which at the very simplest could be quarter circles of 1/16" thick strip-wood. The dash-dot-dash lines around the roof show the location of these brackets which may even be made in pairs for extra fanciness.

The frame tower may be made from clapboard stripwood or scribed cardboard, with overlays of folded filing stock at the corners. The window is made the same as the main windows, the clock dormer sticking up above the front of the tower front. Dimensions are also given to form the mansard top of the tower, which however is interrupted at the two back corners by the triple chimneys which come up just outside the tower.

The roof of the whole building above the mansard has a slight slope. Its edge length is given as 6⅛". On a circle of this radius you step off four successive roof sides—4⅞", 11⅜", 4⅞", and 11⅜". Complete the four triangles (which should leave a slight gap in the circle), scribe the corners so they will fold easily, then cement together and in place. Of course the front must be cut out to clear the tower.

The construction of the platform at rear is not described in detail because there are so many possibilities.

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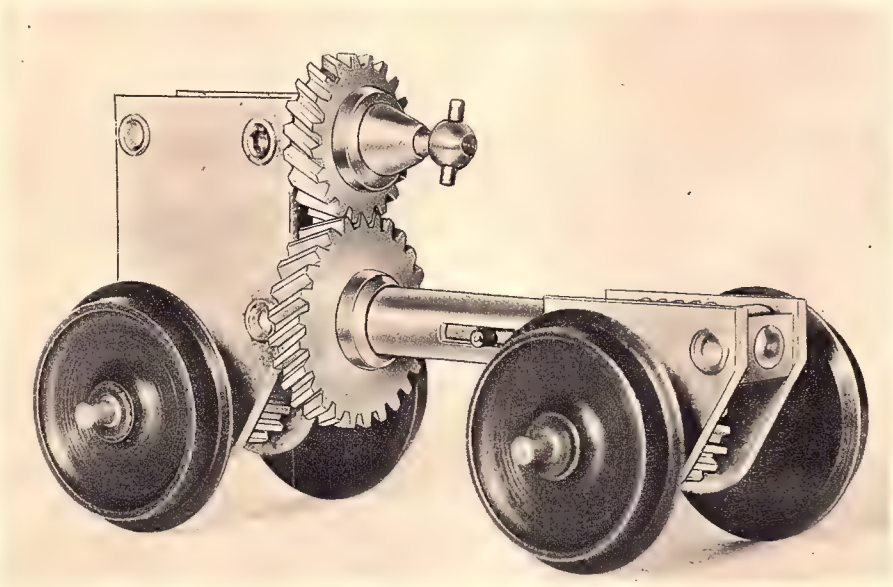

MOTOR TRUCK, All Nation, 182 North LaSalle St., Chicago 1, Ill.

An interesting new development in O gauge power trucks for use in diesels, gas-electric cars, and trolleys, is now offered by All-Nation. The truck uses a constant torque transmission system, working as follows: Power from the motor is transmitted to the steel gear on upper shaft of the gear box through a slotted hand woven fibre tube, through a ball joint coupling (visible in photo). Helical cut gears transfer the power from the top shaft to the larger brass gear on the lower shaft. This in turn powers the axles through another system of steel worms and brass gears. The lower gear box shaft has a new longer spline which now accommodates wheelbases ranging from 1⅝" to 2⅝", making it suitable for use in most diesels, and many gas-electric and trolleys. Automatic equalization provides constant pressure to rails by all four drivers at all times.

Wheels on the new A-N power trucks are now Parkerized (a blackening process) that resists rusting. The system is adaptable to 8-wheel drive by means of an auxiliary drive unit. The side frames are not included in this kit since side frames usually are included with O gauge diesel kits. Wheels are scale 40" in diameter. Available in either scale or tinplate flanges.

Prices on the new power drive are as follows: For F-3 or F-7, 9025 power drive unit $22.95. F-3 and F-7 9026 aux. drive unit $14.50. Diesel switcher 9040 power drive unit $21.95. Diesel switcher aux. drive unit $13.50. Replacement transmission 9000 (includes ball joint and tube) $12.95. Power drive units are available with either AC-DC or straight DC motor. Modeler must specify which he wants.

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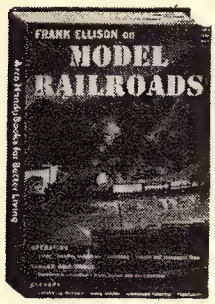

For more advanced reading on specialized model railroad subjects, these books by experts in the field are a must. Start adding to your own railroad library today. Have the answers at your fingertips.

102 — NEW ROADS TO ADVENTURE IN MODEL RAILROADING, by Louis H. Hertz; an exciting treasury of stimulating new ideas for model rails. Goes into more specialized side lights as narrow gauge, traction, live steam, period pikes, collecting, outdoor layouts, and foreign equipment. Excellent reading for old timer and beginner. 352 pages, 175 illustrations, 6¼ x 9½. **$4.95**

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135 — ELECTRICAL HANDBOOK FOR MODEL RAILROADERS, by Paul Mallery. The most comprehensive book ever assembled on electrical data for model railroaders. Easily understood schematic drawings show in detail each step in wiring and controling the layout. Data on telephones, TV interference, cab control, relays, and power supplies. 260 pages, 38 photos, over 200 drawings, 6¼ x 9½..... **$5.25**

202 — MESSRS IVES OF BRIDGEPORT, by Louis H. Hertz, is a must for anyone who has ever owned or seen any Ives equipment. This book gives the whole history of one of the true pioneers in the field; right up thru the Lionel acquisition of Ives. Data in this volume makes it easy to spot Ives cars as to period of manufacture. A tremendous volume that takes you back to the days of real tinplate, lithography, and brass trim. 160 plus xv pages. **$4.50**

113 — HANDBOOK OF AMERICAN RAILROADS, 1956 Edition by Robert Q. Lewis; gives a thumbnail sketch on each of the 113 U. S. and Canadian Class 1 railroads, together with track map and typical train photo. Here are operating statistics, and car and engine totals. A useful volume for anyone who wants to know railroads better, this volume can also be of value to anyone planning a trip by rail. 251 pages, 5¼ x 8¼. **$4.50**

201 — RIDING THE TINPLATE RAILS, by Louis H. Hertz, is a fascinating excursion into the history and development of toy and model trains down thru the years. Data on all the great tinplate mfrs.: Lionel, Ives, American Flyer, Dorfman Carlisle & Finch, Bing, Marklin, and many more. Follow the infant toy train business into a multi million dollar industry. Said by many to be Hertz' greatest book. Many illustrations to help identify your own pieces. 279 plus vii pages. **$5.95**

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203 — THE HANDBOOK OF OLD AMERICAN TOYS, by Louis Hertz, is the only authoritative work on the subject of old American Toys, and is a necessity for all serious collectors, historians, and students of social history. Early tinplate railroading is covered in a clear and concise manner, giving a clear picture of the roll played by toy trains from 1860 thru the 1930s. 119 plus vii pages, over 500 illustrations. **$3.95**

RA-1—4-4-0 AMERICAN STANDARD PHOTO ALBUM, by Harry Albrecht. Pictorial history in 22 thrilling pictures of one of the great locomotive types of all time, including the NYC, PRR, RI, ATSF, and many more. **35c**

RA-2 — 2-8-0 CONSOLIDATION PHOTO ALBUM, by Harry Albrecht. In large picture form, here is the history of a colorful freight locomotive. The 2-8-0 was used thruout the USA and Canada, and many of the best types are included. 48 pages. **35c**

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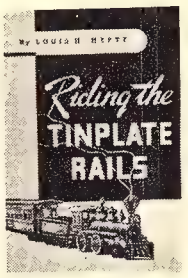
215 — MECHANICAL TOY BANKS, by Louis Hertz. 300 copy limited edition, each one personally autographed by the author. The most complete work on the subject to date, with many of the banks produced by names familiar to the toy train field. **$10.00**

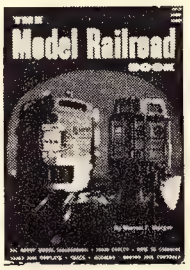
401 — FRANK ELLISON ON MODEL RAILROADS, is a book that will benefit all model rails. The author, builder of one of the world's best known model railroads, devotes the first half of the book to specific instructions for operating a model railroad. The second half goes into benchwork, scenery, trackwork, with numerous photographs and diagrams. This is the book that tells you how the Delta Lines were built, techniques you can easily adapt and learn yourself. 144 pages, hard cover. **$2.00**

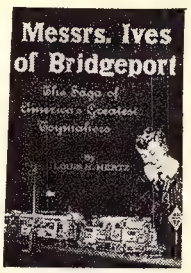
405 — THE MODEL RAILROAD BOOK, by Cdr. Warren Morgan, is a must for all modelers who prefer hi-rail layouts, using Lionel, Marx, Kusan, or Gilbert equipment. Here you'll learn the tricks to convert your equipment into a real hobby railroad. 27 exciting chapters tell how to build a train table, create scenery, build kits, install wiring. The book is jam-packed with drawings, photos, and data to make model railroading easy and fun. A handy book for hi-rail fans or scale builders. 144 pages, hard cover. **$2.00**

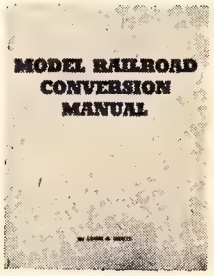
351 — WHAT MAKES A LOCOMOTIVE GO, by L. W. Sagle, contains information that is rapidly becoming lost as the steam locomotive disappears into a bygone era. You are taken step by step thru the controls of a real steam locomotive. A must for anyone who builds live steam. Packed with photos, and drawings. 112 pages, blue cloth cover. Formerly $2, **Closeout at $1.00.**

112 — PICTURE HISTORY OF B&O MOTIVE POWER, by Lawrence W. Sagle, is a book to delight modelers and railfans alike. Here is a pictorial history of B&O motive power from the tiny 1830 Tom Thumb, thru the latest diesels and articulateds. Many rare photographs. 192 pages, 135 illustrations, 8½ x 11. ..... **$3.75**









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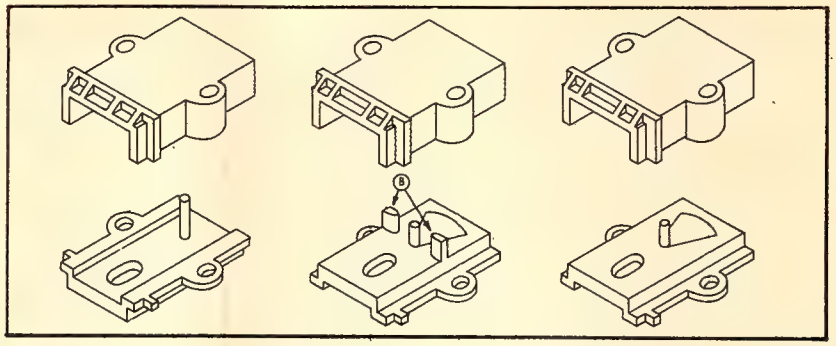

RAIL LINE NMRA: Remove side bosses "B". Mantua bearings may also be removed. (See Fig. 3).

KADEE, KEMTRON, MDC, NMRA, ROUNDHOUSE: (See Fig. 2): Used as shown but Mantua pin on other side of cover may be removed if desired.

The coupler pockets are available molded in black plastic at $1.25 per dozen pair (24) and are attached with 0-80 or 1.4 mm screws. The pockets are about the same size as NMRA pockets and require no more room. Being plastic, the pockets insulate the coupler completely when used on cars having metal underframe. However, the same pocket is also available in cast brass, uninsulated, at 70c per pair, or 35c each. This pocket is either brass or plastic provides instant interchangeability.

The 6-way coupler pocket was developed by Pacific Fast Mail in cooperation with Kemtron, (who made the dies). We feel it is one of the most noteworthy contributions made to HO in many years. The design, incidently, is available without charge to any US HO manufacturer for use on his own products.

Ed. Note: We understand that Mantua also has a coupler pocket under development that will make it easier to install Mantua couplers on other equipment. Looks like a terrific year for HO compatability.

THE RAILROAD PASSENGER CAR, by August Mencken. Johns Hopkins Press, Homewood, Baltimore 18, Md., price $5.00.

Passenger car fans will welcome this account of the first hundred years Here are comments by the early passengers, relating their thrills, trials, and tribulations. Here is meat for the enthusiast of the dining car, the lounge car, the sleeper, and all other types of varnish.

While aimed at the historian and lovers. of railroadiana, the book is amply rewarding to the model builder specializing in passenger equipment. The book is packed with rare drawings, patent drawings, photographs, and sketches of passenger cars, interior arrangements, and car parts.

Many interesting and rare anecdotes about early passenger car days are included, including accounts of air conditioned cars of 1859, Horace Greeley on sleeping cars, baggage smashers, and Indians. The book is a must for anyone inferested in railroad passenger transportation.

Commercial HO Layout

That commercial layout shown on page 39 RMC Nov. '57 attracted a great deal of attention. For those interested, the manufacturer is the Commercial Services International, att: D. E. Anderson, Box 45869, Westchester Station, Los Angeles 45, Calif. The 4x8 layout sells for approximately $130 without rolling stock.

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Tenshodo Hudson w/tender, poor paint	$33
IMP Santa Fe Hudson w/tender	$50

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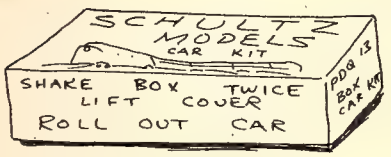
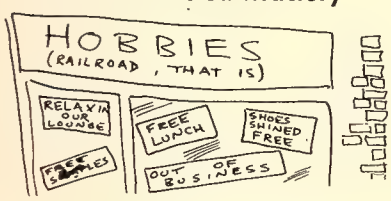
With thousands of new hobbyists entering the field every year, it is of vital importance that the editors of RAILROAD MODEL CRAFTSMAN have at their finger tips, accurate and impartial information concerning the likes and dislikes of its readers. We're interested in knowing how you like the products now available in hobby shops and we want to know if the hobby shops are serving you adequately. We also want to know how you like RAILROAD MODEL CRAFTSMAN and we want your suggestions on how it can be improved.

To everyone sending in a completed questionnaire, we'll send a FREE scale rule if you send in a stamped addressed envelope. However our supply is limited and first come, first served. It is not necessary to tear the page from the magazine. If you prefer, just type the question number and the correct answer on a separate sheet of paper. All replies must be sent to: RAILCRAFT SURVEY, RAILROAD MODEL CRAFTSMAN, Ramsey, New Jersey, not later than February 28, 1958.

Thank you for your cooperation. The results of this survey will be tabulated as quickly as possible and the results made available to the industry. Please do not reply to this survey if you derive your income from the hobby industry.

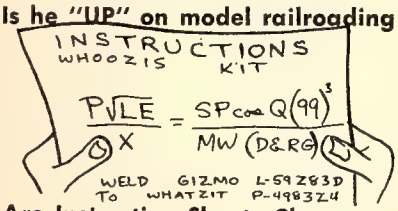


Are Present Kits Satisfactory

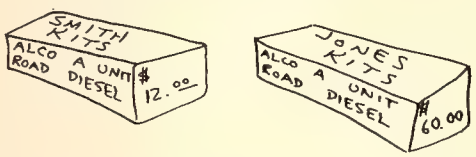


Is dealer service satisfactory

Is he "UP" on model railroading



Are Instruction Sheets Clear



Type of kits preferred

What new products would you like to see

turn page for questionnaire . . . fill in and return

PART 1

1—My scale is: ☐ HO, ☐ OO, ☐ S, ☐ O, ☐ TT, ☐ Other
2—I prefer: ☐ Ready To Run, ☐ Mostly kits, ☐ Mostly scratch build.
3—My age in years is: .....
4—I spend approximately per year in model railroading: $ .....
5—I have been in the hobby for ..... years.
6—I consider myself primarily a: ☐ scale modeler, ☐ tinplater, ☐ collector, ☐ armchair railroader.
7—I ☐ have, ☐ don't have an operating layout.
8—If your answer to No. 7 is yes, fill this in:
- ☐ I have just started my layout.
- ☐ My trackwork is about finished but no scenery yet.
- ☐ About 50% of my layout is completed.
- ☐ My layout is completed, or nearly so.

9—My layout contains approximately square feet:
- ☐ Under 24 sq. ft.
- ☐ Between 26 and 48 sq. ft.
- ☐ Between 48 and 72 sq. ft.
- ☐ Between 72 and 96 sq. ft.
- ☐ Over 96 sq. ft.

10—My layout is primarily a
- ☐ current day railroad.
- ☐ period layout. Period of: ☐ 1920-40, ☐ 1900-20, ☐ pre-1900.
- ☐ Narrow gauge.
- ☐ Traction.
- ☐ Foreign.

11—I have been working in the gauge listed in No. 1 for ..... years.
12—I ☐ do, ☐ do not contemplate a change of gauge.
13—If you want to change to a new gauge; is it because:
- ☐ Want to convert to scale.
- ☐ Operation is poor.
- ☐ Want to join the crowd.
- ☐ Want something different.
- ☐ Present gauge does not satisfy.
- ☐ Want less crowded field where I can build my own.
- ☐ Don't like plastics.
- ☐ Other. Briefly, what?: .....

14—Club member? ☐ Yes, ☐ No.
15—I buy most of my hobby supplies at:
- ☐ Local hobby shop, including hobby department of larger stores.
- ☐ Hobby mail order houses.
- ☐ Toy or department stores not having year round hobby dept.
- ☐ Discount houses.

16—I find service as checked in No. 15 to be:
- ☐ Excellent. Can get almost everything I want all the time.
- ☐ Good. Some parts and kits not carried.
- ☐ Fair. Carries better known lines.
- ☐ Poor. Has only a few items.

17—I find the salespeople generally:
- ☐ Right on the ball with the correct answers.
- ☐ Fairly reliable.
- ☐ Don't know model railroading from a pizza.
- ☐ Discourteous and high pressured.

18—I model railroad:
- ☐ All year round as I am able.
- ☐ Winter months only.
- ☐ Christmas season only.

19—My biggest hobby interest is:
- ☐ Motive Power.
- ☐ Freight Cars.
- ☐ Passenger Cars.
- ☐ Scenery construction.
- ☐ Armchairing.
- ☐ Electrical work.
- ☐ Track laying.
- ☐ Collecting.
- ☐ Building Structures.
- ☐ Operating trains.

20—I think kits in my gauge are:
- ☐ Fine with good variety.
- ☐ Satisfactory.
- ☐ Below par.

21—Plastic kits (and ready to run plastics) strike me as:
- ☐ a great boon to the hobby.
- ☐ just another type of kit but OK.
- ☐ don't like them at all.

22—My trackwork is mostly:
- ☐ Snap-Track or short sectional type track.
- ☐ Pre-fab track on fibre or wood ties, including track laid on wooden roadbed.
- ☐ Lay my own track on individually laid wooden ties.

23—My occupation is a ..... (If in school, write student.)
24—I live in: ☐ Private home.
☐ Dormitory, hotel, boarding house room, barracks, ship.
25—I could devote ..... square feet to a model layout.
26—I devote approximately ..... hours per week to model RRing.
27—I find that television:
- ☐ uses up a lot of model railroading time.
- ☐ never watch it.
- ☐ doesn't interfere with my hobby enjoyment.

28—Model railroad advertising is:
- ☐ Satisfactory.
- ☐ Confusing.
- ☐ Misleading.
- ☐ Inaccurate.
- ☐ Other: .....

29—Prices for scale model railroad merchandise are:
- ☐ About right for value received.
- ☐ Too high.
- ☐ Too low.

30—I would like to see more and better:
- ☐ Plastic kits.
- ☐ Metal kits.
- ☐ Wood, or wood and cardboard kits.

31—My favorite type motive power is:
- ☐ Steam locomotives.
- ☐ Diesel locomotives.
- ☐ Electric locomotives.

32—I am annoyed in this hobby by: .....
33—I also am interested in, as a hobby:

☐ Hi-Fi.	☐ Photography.	☐ Work shop.
☐ Model airplanes.	☐ Philately.	☐ Sports cars.
☐ Real railroads.	☐ Scouting.	☐ Spectator sports.
☐	☐	☐ .....

34—My ☐ Wife, ☐ Girl Friend, ☐ Mother
- ☐ Really digs model railroading and helps with construction.
- ☐ Puts up with model railroading but does not help me.
- ☐ Would like to see me give up the hobby.

PART 2

I find RAILROAD MODEL CRAFTSMAN ARTICLES as follows:

	Want More	About Right	Should be Dropped
35—Safety Valve	.....	.....	.....
36—Dispatcher's Column	.....	.....	.....
37—Test Track	.....	.....	.....
38—Swapper Column	.....	.....	.....
39—Trouble Shooting	.....	.....	.....
40—Prototype Plans	.....	.....	.....
41—Scenery Articles	.....	.....	.....
42—Trackwork Articles	.....	.....	.....
43—Tinplate-Hi-Rail	.....	.....	.....
44—Collecting	.....	.....	.....
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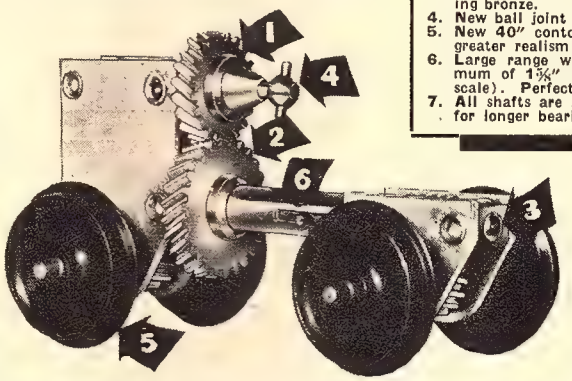

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The O Gager Troubleshooting

by Tim Plate

Scale Vs. Tinplate

Q. What is the main difference between O gauge scale and O gauge toy type trains?

A. Scale O gauge is built to a scale of ¼" equals the foot (rarely these days to a scale of 17/64" equal to the foot). Toy train equipment is usually only scale proportioned and often considerably undersize. Cars are often shorter. The largest difference is in the track. Scale O gauge track uses solid T type rails spiked to wooden ties, just like the real thing. Toy track is usually tubular sheet steel with three ties (stamped metal) per 10" section.

O Gauge Kits

Q. Are there many O gauge kits available?

A. Yes, there is a tremendous assortment of kits and parts, so great that almost anything can be built from commercially available items.

Who Sells Scale O Gauge?

Q. Where can I buy scale O gauge kits and parts?

A. The advertising pages of RAILROAD MODEL CRAFTSMAN list many O gauge manufacturers, plus dealers who stock O gauge. If your local dealer does not stock O gauge and is not interested in obtaining supplies for you, try any of the mail order firms advertising O gauge for sale.

O Gauge Cost

Q. How does O gauge stack up against HO in cost?

A. Diesel switcher kits in O gauge start at around $20. Steam locomotive kits at around $40.00. Some imported scale locomotives can be had (steam type) for under $30. O gauge locomotive prices go as high as $100-$150 for a really top quality kit. Good quality average kit prices around $60-80 and many of these are available sectionally, making it easier on the pocketbook.

Quality

Q. How is the quality of O gauge kits?

A. Without exception, the quality of kits manufactured today runs from good to outstanding, with price being an excellent yardstick in determining quality. A few ancient kits may still be standing on a few dealer shelves. You might get one, if its an old car kit. If its an old loco kit, chances are, the price might be higher since many old O gauge locos command premium prices.

Availability

Q. Why can't you get O gauge kits in all hobby shops, like you can get HO kits?

A. Since O gauge costs more, it doesn't have as large a market as does HO. Its larger size also prevents some people from enjoying O gauge. As a result, O gauge is sold only where it will sell.

Layout Size

Q. What is the smallest practical size for an O gauge layout?

A. Hard to answer, but a small loop with a few sidings could be built in a space 6' x 8', 8' x 10' would be better.

Is It Difficult?

Q. Is O gauge hard to build? Harder than HO?

A. O gauge cars and locomotives generally are more difficult to build than similar cars in HO. O gauge kits generally have more parts and as a consequence, construction time is longer. There are exceptions. Some imported car kits require only attaching of trucks and couplers, and painting and lettering. However, although some soldering, and occasional tapping and drilling is necessary, there is hardly an O gauge kit on the market that couldn't be built on the kitchen table with just ordinary model maker's tools of the hand variety.

Does O Gauge Run Well?

Q. Does O gauge run well?

A. Smile, pardner! The larger flanges and greater tolerances make derailments on a good O gauge line as much a rarity as on the real thing. In addition, the greater weight of O gauge locomotives gives them positive electrical conductivity so that there is very little difficulty with poor pickup due to dirty track or wheels.

Tractive Effort

Q. Do O gauge locos pull long trains?

A. The tractive effort of O gauge is generally good. However, it not infrequently happens that an HO or TT locomotive of comparable size (i.e.: 4-8-2) will outpull the O gauge loco because of the greatly reduced weight of the smaller equipment.

Minimum Radius

Q. What is the minimum radius of O gauge?

A. 3 ft. is the barest minimum for steam operation, and if you can make

the curves 4, 5, or 6 or 8 ft., even better. Some of the larger locos require radii of at least 4 ft. and 5 ft. Long passenger cars don't look or run well on sharp curves either.

Trolleys

Q. Are trolleys available in O gauge?

A. Yes, and O gauge trolleys will snake around curves as sharp as 32 scale feet (8 inches) in radius! This is as sharp as any city trolley curve. Secret of this good operation are the under-the-floor trucks possible in O gauge. Overhead wire operation for O gauge trolleys is pretty much standard, with some outside 3rd-rail.

Plastics?

O. Is plastic used in O gauge scale?

A. Some parts are now available in plastic: roof walks, brake parts, some wheels, etc. Some plastic toy items made to ¼" scale (but with tinplate wheels and couplers) have also been converted to full scale use by substituting scale parts for the toy parts.

Are There Many O Gaugers?

Q. Are there many scale O gaugers? I don't want to be a lone wolf.

A. The NMRA membership book lists scale O gaugers all over the United States and Canada. Many of the oldest clubs in the country operate O gauge scale layouts.

O Gauge

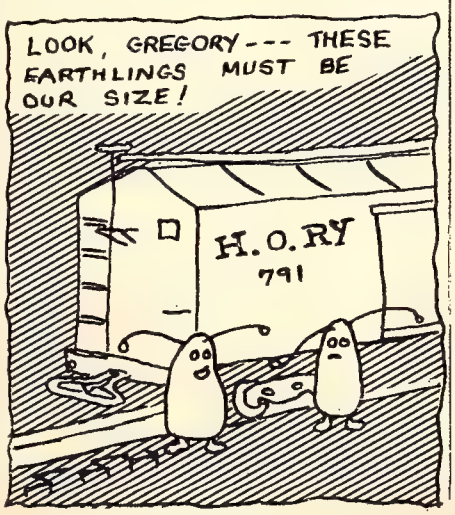
Q. Is O gauge going to be here five years from now?

A. If you've ever seen a big O gauge articulated rolling down the right of way with 50 or more cars, you'd know the answer. Plenty of domestic O gauge equipment is on the market today, bolstered recently by quality imported items filling the gap for more variety and more specialized items. The picture for O gauge has never looked brighter.

Power

Q. What powers O gauge scale?

A. 12 volt D.C. is NMRA standard for



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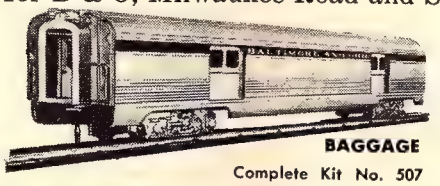

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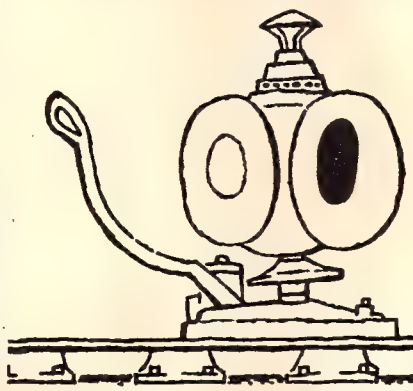

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O gauge although a few old roads still use 18 volt A.C. 2-rail is also standard although many O gauge clubs and individuals (notably in the East) still prefer outside 3rd-rail. Trolleys invariably use either overhead wire or outside 3rd-rail.

O Vs. HO

Q. What does O gauge have to offer that HO does not?

A. You look at O gauge with a different perspective than you do with HO (and perhaps that's why some modelers model in HO and O). HO lets you stand on a mountain and watch your trains. With O gauge, you're standing right alongside the tracks. Frequently, with HO, the overall effect is the thing sought after. In O gauge, more stress is often paid to each individual car and item. But there are many exceptions, each way, to this statement.

Why O Gauge?

Q. Why bother with the greater expense, time consumption, and space of O gauge when HO seems to offer everything?

A. Among the reasons given by O gaugers for their preference are:

1—Heftier size and hence more realistic.
2—Better operation.
3—More exclusive.
4—Why change to HO?
5—You can see it.

Other Questions

If you have any further questions you would like answered regarding getting started in O gauge, address: RAILROAD MODEL CRAFTSMAN, c/o Tim Plate, Ramsey, N. J. Include a self addressed postcard for reply.

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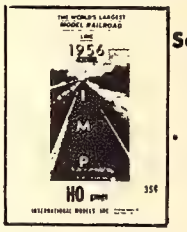

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DEALERS, COLLECTORS, SPECIALTY MFRS., AND OTHERS who do not qualify for free Swapper Ad can still benefit from the tremendous drawing power of the Column by placing their ad in this low cost Commercial Section. Rates, payable in advance: 20c per word. Count each initial as a word. Zone number free. Commercial ads for April issue must be at Ramsey, N. J. by Jan. 20th.

PASS EXCHANGE

BROOKLYN EASTERN O-GAUGE: Ben Smith, 265 Tompkins, Brooklyn 16, N. Y.

EL DORADO AND WESTERN RAILWAY: Jimmie T. Tatum, 412 West First St., El Dorado, Arkansas.

FUMBLE & GRUMBLE RAILROAD: C. E. Homuth RO, Harriston, Ontario.

CENTRAL PAFIFIC LINES: Chris C. Atherton, 28 Wheathill Rd., Anerley SE 20, London, England.

NEW HAVEN AND SOUTHERN RAILROAD: Dale Terry, 5714 St. Joe Rd., Ft. Wayne, Indiana.

SWAPPERS

FOR SALE: HO car kits, structures, etc. Send for list. Frank B. Sawyer, 321 Sterrett Ave., Birmingham 9, Alabama.

FOR SALE: Tyco train sets, new cond. T3-2, TS-2, T7-2. In original packing. Robert Herick, General Delivery, Buckeye, Arizona.

WANTED: Lionel 700EW, 763EW, 773 frt 2954-55-56-57 714-15-16-17 Any 0-6-0 switchers Pullman 2623, 2625, 27-28. Also catalogs before 1948. R. J. Dronek, 1339 Alameda Ave., Glendale, Calif.

TRADE: For TT or sell. 60 HO cars and 2 steam locos. SF Bay area only. A. S. Zukin, 56 Politzer Dr., Menlo Park, Calif.

FOR SALE: Standard Code ARA Dec. 1920. Extract from Gen. Reg., French Rys Book, 1918 with 1919 ticket, Pass, and superintendent's card D&R6W CBQ 1916 Rules Book. Stan Axel, 12155 Havana Ave., San Fernando, Calif. (We had to edit your 80 word ad. Limit is 40. Please keep short. Ed.)

FOR SALE OR TRADE: For HO. Scale H gauge equipment. James Reno, 2115 5th St., San Rafael, Calif.

WANTED: Roundhouse 0-6-0 Mantua 8 Ball Robico 4 wh. sw. Any cond. J. W. Marr, Jr., 47 Linden Street, New Haven 11, Conn.

FOR SALE: Almost entire HO ga layout—cars, track, access. Paul Pacter, 138 Wood Ridge Dr., Stamford, Conn.

FOR SALE: Marlin HO. New 3900 series Stud trackage; RM800, FM800, RSM800, RET800 Locos; Pass, frt cars, controls, lighting sets, trucks with cplrs, misc parts. List free. Allen A. Sharp, 100 Shennecossett Pkwy., Groton, Conn.

SWAP: Lionel Hudson 002T 7 002, includes Rectifier DC op. like new. Want HO Pacific or similar, like cond. Also have O ga. log house, shingled roof. David V. Chambers, Harrington 2, Delaware.

FOR SALE: HO equip. Varney engines and cars. Atlas Snap track. Model Rectifier Corp. Model Pack. Plasticville Structures. Phil Milam, 1265 Sells Ave., SW, Atlanta 10, Georgia.

SELL: Lionel catalogs, perf.—1951-52-55—$1.25 ea.; Lionel tender 2226WX—$10; Jiffy Switch Control—$2. F. Rossauer, Box 41, Sullivan Rd., Aurora, Ill.

SELL OR TRADE: AF #2b trans., Lionel RW trans, 027 Lionel 8 wh. loco & tender, gondola, tank car, section gang car, water tower. Loco and gang car need repair. Trade for HO diesel & trk. Send for info. Ronald Naslund, Box 96, Altona, Ill.

FOR SALE: MDC HO 4-4-2 loco with Mtr. tender, unpainted, assembled. Ten assorted cars—new. $20. James Bouse, 1757 N. Drake Ave., Chicago 47, Ill.

WANTED: Cash or liberal trade for old Varney engines, V-2 motors. Any cond. T. G. Richards, 5623 N. Newcastle Ave., Chicago 31, Ill.

WANTED: HO Kemtron rail-bus and O trolleys. Have some O equip to sell or trade. Richard W. Tesch, 6853 N. Northwest Hy., Chicago 31, Ill.

WANTED: Front & rear pilot wheels for Lionel steam type loco about 1½" in diameter (Std. ga.). A. C. Soergel, 315 Ryerson Ave., Elgin, Ill.

TRADE: Jap O scale locos, inside 3rd rail pickup, 4-4-2 Mother Hubbard complete. Dockside 0-4-0 no motor. Good cond. Want steam locos Lionel O or AF 3/16 O—good cond. Enclose stamp. William E. Harris, 109 W. Ogara St., Harrisburg, Ill.

WANTED: Complete HO layout, scenery and some equip. William Binegar, 207 So. Charlton, Peoria, Ill.

WANTED: Scale O (2) rail locos USRA 2-8-2, Lobaugh 2-8-4, 4-6-0 with split rear drivers. Must be reasonable and in good cond. Have new A-N diesel power to trade. E. G. Burick, Jr., 2007 Charles St., Rockford, Ill.

S/T: Lionel 027 frt train—4 cars, 90 watt trans, gang car, plenty of access. Good cond. Trade for HO Athearn GP-9 diesel with cars and Power Pack and track. Ronnie Edwards, 604 E. Florida, Urbana, Ill.

S/T: Ives, Voltamp, Howard. Lionel Nos. 5, 6, 7, 381E, 400E. Trolleys, live steamers. Old toy trains any cond. Howler, Ken, etc., airplane motors. Old airplane mags. Bill Paul, 107 Richardt, Evansville, Indiana. (Had to cut. Much too long. Please keep short. Ed.)

TRADE: HO 2-12 sect Pullman, diner, combine, coach, 80' obser, mail car. All JC, Ayres interior, trucks, decals, etc. NYC. 14 frt cars. Want Lionel 700EW Hudson. K. Biesemeyer, 614 E. 49th St., Indianapolis 5, Ind. (Please keep them short. 40 word maximum. Ed.)

WANTED: Lionel Trainmaster diesel switcher with electro magnet cplrs—about 4 years old. State price. M. L. Boylan, 436 Center St., Waterloo, Iowa.

TRADE: Varney Berkshire engine and tender kit, all brass, excel cond. For Bowser Articulated kit, same cond. Sell Lindsay EMD 1000 brass Sw. built up, 2 Hobbytown E-7 B unit bodies. A. Riordan, 7336 Roe Circle, Prairie Village 15, Kansas.

S/T: HO equip, excel cond. List over $200. Sell reasonably or trade for AF S ga. Your list or stamp for mine. Robert A. Kramer, 506 S. 12th St., Salina, Kansas.

FOR SALE: New Mantua Pacific Locomotive kit. $16 PP. G. Little, 6402 W. Halbert, Bethesda 14, Md.

TRADE: 65 issues Hot Rod, Motor Life and Rod & Custom mags 1953-55. Want model railroad mags or HO equip. Send stamp for list. Norman Pratt, Jr., 844 Washington St., E. Weymouth 89, Mass.

S/T: New Lionel RDC-1. Trade for new Santa Fe Diesel #204 or #1615 Steam Switcher. John L. Rogers, 25 Pierce St., Northboro, Mass.

S/T: HO equip and RAILROAD MODEL CRAFTSMAN Model Trains, and Model Railroader mags. Want 1926 to 1938 Flying Aces mags, any Popular Aviation and Model Airplane News before 1938. Edward W. Munzing, 44 Annunciation Rd., Apt. 247, Roxbury 20, Mass.

FOR SALE: AF S ga diesel loco, $15. Bill Hawthorne, 410 Lake St., Homer, Michigan.

SELL OR TRADE: HO Hobbytown E-7, pass. All metal Varney Brute. Both dual dr. Scintilla Unipak, Mantua obs. car. Best offer or trade for good steam locos. D. Luedtke, 33244 Oregon St., Livonia, Michigan.

SWAP: 1956 Hollywood Continental kit assembly fits 1955-56 Ford. Cost $100. Trade for HO equip. H. S. Hensel, 436 W. Rowland, Madison Heights 41, Michigan.

WANTED: Ives 1928 Railway Circus complete with steam type loco and 6 circus cars, Big Top tent, cage, wagons and lithographed background and accessory units. Std ga. Al Miller, 3212 34th Ave. S., Minneapolis 6, Minn.

S/T: For HO: Lionel O ga—1939. Engine 253, Hop 803, Gon 902, Cattle 806, tank 804, cab 807 trans type A. Thomas Peters, 1319 46 Ave. N, Minneapolis 12, Minn.

SWAP: Lionel 252 with Marx motor and cplr. Trade for Marx 2-4-2 with smoke and tender. Post card for details. Clinton A. Adair, 808 Clark St., Vicksburg, Miss.

SWAP: Argus C-3 35 mm camera w/case and flash, excel cond, for HO PFM SD-9 CB&Q, Lindsay power for RDC and Tru-Scale str milled roadbed, or 4-8-4 w/shields and tender and gear dr Athearn GP-9. Robert L. Lightner, 3721 Florence Blvd., Omaha 10, Nebraska.

SELL: HO Bowser Articulated added detail, finished—less motor—$25. 9 ast. frt cars, 85' obs car, 2 #6 and 2 #8 Tru Scale mounted sws, Aritso Pak trans—$20. Both for $40. Robert Corson, 32 Prospect Ave., Avenel. N. J.

FOR SALE: Elec Ives set #1114X loco #1118, tender #17, baggage car #60, chair car #61, parlor car #62, 10 straight 8 curve trks. Excel cond. Wm. Schulz, 93 Forest St., Manchester, N. H.

SELL: O ga Lionel Lackawanna, Army diesel sw, motor of 2037 loco—good cond. Sell individually or together. Bill Burns, 42 N. Mast St., Goffstown, New Hampshire.

FOR SALE: Lionel OO ga layout. 2 NYC Hudson steam locos #003 and 004; 6 frt; 4 pass; type V 150w trans; 75' trk. Good working order. Cost $160 asking $100. J. W. Ryder, Boonton, N. J.

SWAP: HO kits, models cplrs, catalogs, mags, etc. My big swap list free on receipt of your list of excess items. Howell Day, 300 Vail Ave, Dunellen, N. J.

TRADE: HO for TT. Metal Varney Dockside, new motor. 5 MDC, Globe Brass, 3 Megow kits, 10 built up Megow, MDC Caboose, frt cars. Extra hardware. New to fair. C. A. Nate, 1581 Lamberts Mill Rd., Westfield, N. J.

FOR SALE: Or trade for HO. AF O ga trk, prts of mtr & casting w/wheels of loco 565. Small stamp collection. List for stamped envelope. Charles Garratt, 101 Pres. Rd., Westwood, N. J.

FOR SALE: 3 Gilbert HO Hudsons, never used, $30 ea. Gilbert B&O diesel, new, $12. Henry Plesnarski, Pulaski Rd., Whitehouse Station, N. J.

WANTED: Any items in HO and TT. State items, cond and price. Hal F. Devine, 41 Brookside, Apt. 2A, Somerville, N. J.

SWAP: 38 mags (RMC, MR and Tranis), some complete years, excel cond. Want Lionel 2957 caboose or 2956 hopper. Also have Norelco shaver. Want 497 coal loader. George F. Beamon, 500 Stone Ave., Brooklyn 12, N. Y.

SWAP: 2 IMP Desire streetcars, painted, good cond, and R&T PCC car complete except motor. Want O traction, whatever you have. Scale only. Charles G. Chaloux, 677 East 231st St., New York 66, N. Y.

WANTED: Kemtron Baldwin Diesel Switcher kit. New or near new. Also Varney Pacific kit. Dave Holyman, 881 W. Broadway, Woodmere, L. I., N. Y.

SELL: Lionel A-B-A Santa Fe 2 motor diesel #2343, 2343C, 2343T and Pullmans Silver Bluff, Silver Cloud #2533, 2534. Like new and in original boxes. First $45 gets them prepaid. J. F. Kenny, 244 Thompson Sh. Rd., Manhasset, N. Y.

SALE OR TRADE: For HO. Old tinplate Std O S; Scale O postwar Lionel and access., old and new. Want locos and access. W. B. Phillips, PO Box 30, Brooklyn 29, N. Y.

SWAP: Scale replica of SS Normandie in fair shape. Needs hardware. Want HO pass equip. of commensurate value (Approx. $25). R. Schumann, 35-28 34th St., Long Island City 6, N. Y.

S/T: Lionel GG-1 2332 cab only. Polished to high silver finish and hand lettered. Also Berkshire type #726 engine with #2226 metal tender less whistle. Details on request. Al Sitowski, 5210 Broadway, New York 63, N. Y.

SWAP: Pre WWII 6x30 navy binoculars, good cond, for HO engine or Power Pack. Also swap 300-2000 stamps for HO cars, kits or engine. A. Spera, 78 Prospect Park West, Brooklyn, N. Y.

FOR SALE: O ga Scale and Tinplate, locos, cars, switches, trk, semaphore, uncpling trk and 90 w trans. Cost $240, like new—best offer. Charles Wills, 99-41 211th St., Queen Village, L. I., N. Y.

WANTED: 14 Kadee uncoupling ramps and operating Solenoids. 32 Switch Machines. Any good make. State make and lowest price. Neil Penfold, Box 23, Mill Rd., Boston, N. Y.

FOR SALE: AF 285 4-6-2 S, CC & whistle. Either link or knuckle cplrs. $15. Edward C. Nelson, Lisbon, N. Y.

FOR SALE: Lionel O ga rem. cont. sws., like new $20 pr. UCS rem. cont. sect $3.50. O ga str 7 cur trk, new, 20c ea. Stephen Simon, Jr., Box 62, Little York, N. Y.

WANTED: Lionel #313 elec bascule bridge in good cond. Trade for 23 Popular Science & Popular Mechanics mags. Kirk Ellis, 37 Forsythe Ave., Owego, N. Y. (Do you think this is a fair exchange? Ed.)

WANTED: Marx Collectors or operators to exchange notes on types of Marx cars. Especially Litho 3/16" scale. Wish to compile complete list these cars and purchase those lacking in my collection. Art Weinman, 416 Central Ave., Rochester 5, N. Y.

FOR SALE: Complete HO—7 engines, 20 cars, table 4'x8' with track mounted,, 12 switches, crossed in most places, wired, ready to run. Less Power Pack. $200. Make offer. Stamped envelope for list. "Tex", Box 491, M. H. C., Mars Hill North Carolina. (Please give complete name. We won't print anymore "blank" ads. Ed.)

FOR SALE: Lionel Std Ga 319E engine, excel cond, $15. 25 prs AF Std ga. trk, fair cond, $2.50. Lionel #50 gang car, new $4. Don Theel, 64 Linwood Place, Williamsville 2, N. Y.

FOR SALE: AF. 2 Atlantics & trains., layout, pr. elec switches, Lionel & Plasticville access. Army "Ham" radio with diagram, pushbutton tuning, etc. Send offer. Gary Kauffman, 629 Castalia, Bellevue, Ohio.

S/T: Hudson Loco & Tender. O ga. Lionel 072 Solid Rail. 2 pr Sws, Crossover, Cars. Trade for 6 #710 Pullman, #712 Obs. 12 wh, Blue O ga trk & sws. #241E loco & #256 Twin Motor. Francis J. Engelmann, Box 247, Brewster, Ohio. (Please. Not so long. Ed.)

WANTED: 35mm slides in good cond of prototype trolley equip. Send list of what you have and prices wanted. P. A. Kortkamp, 1513 27 St. NE, Canton 4, Ohio. (Color or B&W? Ed.)

S/T: 566 AF billbd. whistle $5. 273 AF Suburban Station $2. Assembled Plasticsville village $7. Trade for Varney or Revell dieesl switcher. Steve Kinosh, 3137 W. 11th St., Cleveland 9, Ohio.

WANTED: Mantua Talgo frt trucks or Raleigh cigarette coupons. Trade metal built-up HO cars and Atlas snap trk. Very good cond. Don Keller, 955 Broadleigh Rd., Columbus 9, Ohio.

SWAP: Trade stamps double catalog your valuation of your HO engines, cars, tracks, Power Packs, misc. Send to us insured. State your wants. John Waicak, Grafton, Ohio.

SWAP: 2 Hobbytown Alco Road Switchers with DC71 motors, dual drive for large steam locos. Aso swap guns for HO equip. Robert Senio, 2425 E. 37th St., Lorain, Ohio.

WANTED: OO ga locos and parts, track, etc. Trade antique equip. Lionel O and 027, Marx, AF, S ga and HO, new and used. Clyde Buxton, Box 2, Loveland, Ohio.

SELL HO: Varney Custombilt Pacific, ABA diesel, 6 pass; RDC-1: Trolley & Trailer; 2 AF Hudsons, Switcher; 7 Sampson Streamliners; 3 Pollack Slag cars; 60 box cars; Circus Animals; AF Hudson parts. W. R. Springer, 306 Ardmore Dr., Middletown, Ohio. (Please keep short. Ed.)

FOR SALE: O ga. IMP Pacific, 2 rail, re-quartered drivers, Lobaugh tender trucks, steel to brass drive gears & rectifier reverse $35. A. Staufer, 14536 Bennett, N. Royalton 33, Ohio.

FOR SALE: 17 pr Mantua cplrs (10 pr unopened); 5 pr minus small screws; extra parts & uncoupling ramp. $5 takes all. Ron Sarbach, 222 Prouty Rd., Painesville, Ohio.

WANTED: Old time pass car kits in HO. Prefer M Dale Newton Red Ball kits. Douglas Hubert, 607 North 165th Pl., Seattle, Washington.

S/T: For HO. Huge 0-27 layout. Many manufacturers. Most equip perf. Please state your purchasing plans (access-sws-trans-etc.) Solian Black, 616 Chatham, Toledo 10. Ohio.

FOR SALE: US stamp collection valued at $25. Take best price between $17.50 and $20. Roger Marvin, 2738 Daleford Dr., Toedo 14, Ohio.

FOR SALE: AF 283 steam engine 4-6-2, good cond. $18. Don Daugherty, 4349 Springside, Dallas 14, Texas.

FOR SALE: HO ga bldgs, electrical equip, mags. Send stamped envelope for list. Bill Walker, 800 Market St., Berwick, Penna.

T/S: pr MDC cplrs w/draft gear; 5 pr w/o draft gear. 3 pr Kadee cplrs w/o draft gear; 6 pr with draft gear; 2 Kadee uncoupling ramps. Kadee equip never used. Want Mantua cplrs of equal value. Benny Pessia, 56 Cornen St., Bradford, Penna.

TRADE: Assembled English Pacific, perf cond for new 0-8-0. Walthers metal MU and coaches (PRR). Sell both $35. B. McMillan, 2078 Kent Rd., Huntington Valley, Penna.

S/T: Wardie Jay HO Circus Wagon kits; HO metal circus figures. Stamp for list. Swap for HO circus train equip. Fabricon Textile reweaving kit and instruction book, for any HO equip. Al Halpern, PO Box 462, Duquesne, Penna.

FOR SALE: HO layout, Plasticville, Atlas snap trk, sws, bumper, rerailers & power pack; Tyco shifter freight train set, 4 cars. $90. Billy & Russell Bodoff, 1021 Borbeck Ave., Philadelphia 11, Penna.

WANTED: Back issues of any train mags, catalogs or books and early train mags or catalogs. State price. Wayne Wisniewski, 4545 Mercer St., Philadelphia 37, Penna.

WANTED: Lionel pass cars #2625-27-28 Madison, Manhattan, Irvington. Must be excel. cond. and reasonable. W. R. Oles, Pine Grove Mills, Penna.

FOR SALE: Mantua Little Six; IMP old time 4-6-0 Ostrich. Both assembled. Need slight repair. $12 (worth $35). Jim Grossman, 124 Summer Ave., Pittsburgh 21, Penna.

WANTED: Lionel cars No. 3854, 2458, 2456, 3559, 2452, 2560, 2457, 2855, 6454 and Pullman cars No. 2625-27-28, 3-2442. State price and cond. John Vacca, 145 Center Ave., Leechburg, Penna.

WANTED: RAILROAD MODEL CRAFTSMAN, June 1952, good cond —unclipped. Paul Schmitzer, 83 Fairview Park, Mountaintop, Wilkes-Barre, Penna.

WANTED: Dayton S ga Gas Electric body or kit, Enhorning F-3 or power trucks. Cash or trade AF S ga—specify your wants. AF S ga trk and sws, used—½ price. Philip E. Case, Parker, South Dakota.

FOR SALE: Over $1000 HO locos and cars. Most in kit form. Many collectors items. Send stamped envelope for list. Bill G. Sharp, 1411 Bowie St., Texarkana, Texas.

S/T: Lionel loco, operating cattle car, automatic sws, trk, etc. for HO equip. —houses, bldgs, roadbed or sws. Don Phillips, 11436 SE Pine Ct., Portland 16, Oregon.

FOR SALE: 1937/38 Maerklin catalog. Want Hornby Dublo "Duchess of Atholl" loco & cars and Maerklin HO & Std. John K. Jones, 217 Dabney St., Orange, Virginia.

FOR SALE: Lionel 027 Santa Fe A&B, loco 1654 w/tender, 9 frt, 2 cabooses, 6 RC sws, 97' trk, 4 uncoupling ramps, 90w & 45w trans, beacon, cross. gate, w. tower, $75. George E. Winkels, 220 Madison, Everett, Wash.

TRADE: 2 LH and 1 RH #8 Atlas brass switches with new cord in #4 steel; Ulrich dump and 1CX for Gallows HO turntable (kit, not built) and small access. Peter G. Todd, 503 E. 7th, Perrysburg, Ohio.

FOR SALE: Bowser Articulated 4-6-6-4 new with tender—$60.50. Mantua Mike, extra detail—$30. Excel cond. Arvid Anderson, Box 392, Frederic, Wisconsin.

S/T: Tropical fish equip. for anything in HO ga. Namely track but cars and engines acceptable. List for stamp. Dennis J. Keller, 11536 W. Godsell Ave., Hales Corners, Wisconsin.

S/T: For HO. Old auto mags, Popular Science, etc. 10c ea. David Chandler, Richibucto, New Brunswick.

TRADE: Hobbytown Alco Plastic Roadswitcher with 12 wh. dr. and Penn Line 2-8-2. Both excel running cond. What have you? C. H. Steele, 9 Rosewood Ave., Guelph, Ontario.

TRADE OR SELL: 3000 stamps mounted in 2 Supreme Global Albums. Also doubles. Swap for HO equip or sell for best offer. Walter C. Monroe, 149 North Carson St., Toronto 14, Ontario.

WANTED: Lionel Flying Yankee or UP Streamliner; pre-war AF loco #424 & tender. State price and cond. C. W. K. Fraser, Box 11, Cookshire, Quebec.

SWAP: Engish, Australian, New Zealand RR Books, mags. Australian souvenirs, books, stamps. Want Poor's South Park, United HO Shay, Heisler Climax, Athearn kits, other HO items or American RR books. P. Ellis, 3 Keiller, St. Moorabbin, Victoria, Australia.

SWAP: Indian Railway Photos, Magazines, Slides, Travel Literature & Curios. Want US HO & O equipment. Welcome penpals. K. V. Rao, 36A Ashoknager, Eluru, India.

FOR SALE: European type Rivarossi 0-6-0, frt, pass cars, Marklin pass cars new. New and used Marklin trk. manual sws. C. S. Black, Knox College, Toronto, Ontario.

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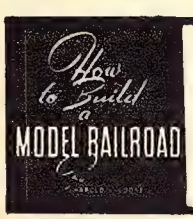

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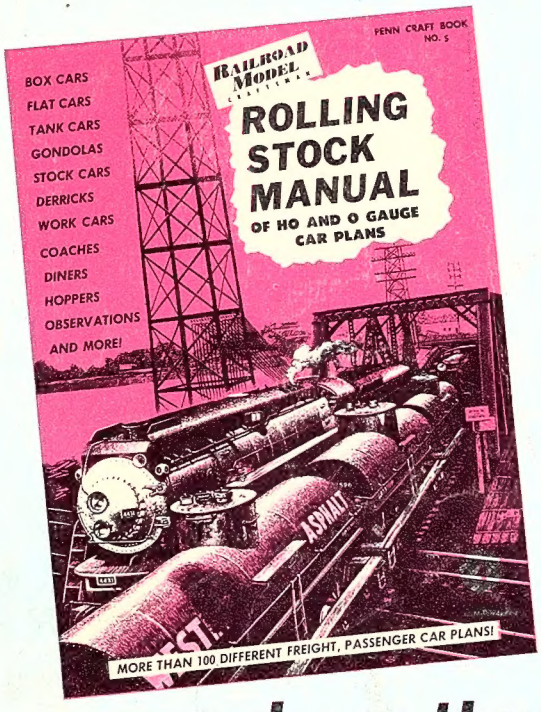

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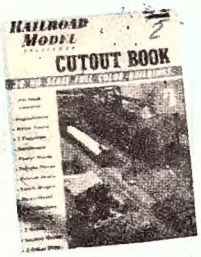

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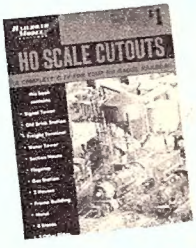

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